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THE MADRAS POLICE JOURNAL

The Service Journal of the Madras Police Force

(Issued under the authority of the Inspector-General of Police, Madras)

This quarterly review contains the *best and most reliable* information on police matters. Nearly all its contents are written by serving Police officers.

Contents of the Madras Police Journal include :

Notes on Law with judicial decisions of importance to policemen.

Statistics of Crime in Madras State.

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Articles on interesting and instructive police work from various forces in India and abroad.

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NOTICE TO CONTRIBUTORS

Contributions should be typewritten with double spacing and should bear the name and address of the sender on the first page.

They should be addressed to the Editor, The Madras Police Journal, Police Training College, Vellore, North Arcot District.

Suitable articles on any subject of educative value or interest to the Police, or which promote co-operation between the Public and the Police, are acceptable.

Items not accepted for publication will not be returned.

NOTE

The views and opinions expressed in this Journal are solely those of the individual authors and contributors and do not necessarily reflect the views and opinions of the Editor.

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CONTENTS

	PAGE
1. EDITORIAL ...	1
2. CHILD WELFARE ...	3
<i>(A Radio Talk by Sri F. V. Arul, I.P., Deputy Inspector-General of Police, C.I.D., Madras).</i>	
3. JUVENILE DELINQUENCY ...	5
<i>(A Radio Talk by Sri N. Krishnaswamy, M.Sc., I.P.S., Deputy Commissioner of Police (Crimes), Madras City).</i>	
4. TRAFFIC PROBLEMS ...	10
<i>(Sri K. Radhakrishnan, B.Sc. (Hons.), I.P.S., Deputy Commissioner of Police, Traffic and Licensing, Madras City).</i>	
5. HOW FAR CAN INSTITUTIONALISATION PREVENT JUVENILE DELINQUENCY ? ...	22
<i>(Srimathi V. T. Lakshmi, M.A., L.T., Chief Inspectress of Approved Schools, Madras).</i>	
6. THE PEDESTRIAN PROBLEM ...	34
<i>(Sri P. J. Manuel, Traffic Sergeant, Madurai City).</i>	
7. PERSONNEL MANAGEMENT AND THE POLICE SERVICE ...	41
<i>(Mr. James, B.A., LL.B., Chief of Police, Eastern Area, British Transport Commission).</i>	
8. THE ASSESSMENT OF BLOODSTAINS ...	49
<i>(Mr. C. R. Cuthbert, Superintendent, Metropolitan Police Laboratory, London) (By kind courtesy of the British Information Service).</i>	
9. IN LIGHTER VEIN—THE CASE FOR NEPOTISM ...	52
<i>(N.K.)</i>	
10. "DON'TS" FOR INVESTIGATING OFFICERS ...	54
<i>(Extract from the Burma Police Journal).</i>	
11. WHAT YOUR HANDWRITING SAYS ABOUT YOU ...	56
<i>(Mr. Donald Connolly From "The Catholic Digest", December 1959).</i>	
12. REPORT OF THE TEAM CAPTAIN REGARDING VIII ALL INDIA POLICE DUTY MEET, 1960, HELD AT SITAPUR, U.P. ...	58
13. CRIME STATEMENT ...	63

THE MADRAS POLICE JOURNAL

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EDITORIAL

The usually wet month of November 1960, brought such unprecedented heavy rain to many places in the State that thousands of our people were rendered homeless and destitute and many heads of cattle perished in the floods. In many places, the bunds of rivers, lakes and tanks were breached and the neighbourhood was inundated. Our hearts go out to the afflicted people in this hour of their sorrow, and we assure them on behalf of every policeman in the State that we will not rest or relax until we have done everything in our power, strained every resource that we have at our command and spent every ounce of energy that we have in our bodies, to labour for their rehabilitation. The newspapers are full of reports about the magnificent rescue and rehabilitation work that is being done by the police in Madras City, Madurai and Thanjavur districts, and we congratulate the men so engaged in helping the people.

2. The long-awaited refresher courses have begun at the State Police Training College, Vellore, and already two courses have been held. The officers have morning parades and then lectures and discussions for the rest of the day and wind up the day's routine in the games field. The health and attention to the lectures of the officers bespeak of the good that the courses are doing to them both physically and intellectually, and the indications are that the refresher courses will result in improved efficiency.

3. News is just to hand of the remarkable success of the Madras State Police team which took part at VIII All India Police Duty Meet, 1960, at Sitapur in Uttar Pradesh. Our team secured six trophies as well as four gold medals, six silver medals and two bronze medals at this meet, and the record of achievement is the best ever so far, beating even last year's performance. The full text of the report of the team captain is published elsewhere in this issue. We offer our felicitations to the members of the team and those who trained them, and we wish the State Team still greater successes in the next year's meet and succeeding meets.

4. As we write this, the Range Sports are just over at Range Headquarters and we are looking forward to the Inter-Range Games Meet at Thiruchirappalli, the Annual State Sports at Madras, the Southern Zonal Games Meet at Madras, the Ceylon Police-Madras Police Annual Meet at Coimbatore and the All-India Police Sports and Athletic Meet at Hyderabad. It is hoped that our athletes will perform well at these meets and gain fresh laurels for the force. The rules have been altered recently and they now put no bar on athletes who have put in five appearances at the All-India Duty Meet. The standard of performance at these meets is bound to go up further as a result of the return of the veterans to the field. The new rule stresses the necessity for all concerned to train more intensively than ever before, if our State team is to maintain its pre-eminent position in the athletic field.

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CHILD WELFARE

BY

F. V. ARUL, I. P.

(*Deputy Inspector-General of Police, C.I.D., Madras.*)

Does it astonish you that the police are concerned with Child Welfare? Does the picture of a policeman and a child seem incongruous to you? If it does, then it means that you are suffering from the same kind of prejudice as old fashioned people who present the policeman as a bogey-man to children. On the contrary, I make bold to state that the Police Department is in its essence a social service organisation. None can deny that if there is orderly progress in the country today, it is due fundamentally to the maintenance of internal peace and order by the Police, for those are the pre-requisites of all other nation-building activities. The police have even more to offer in the form of social service in relation to children. The moment a child strays into wrong ways or is found destitute in a public place, it comes into contact with the police and it is usually this first experience which is the deciding factor in his future conduct. The wise, sympathetic and understanding policeman becomes the guide and friend of all those young people who are tempted to go off the beaten track or who have been abandoned in public places. In this connection, I would like to read to you an extract from a letter written to the Commissioner of Police some time ago by one of the Honorary Presidency Magistrates :

“During my sitting in the Juvenile Court an incident so rare and unusual but very moving happened when a child was brought for the offence of theft. Even though his close relations were present in court he rushed to H. C. Natarajan of Ice House Police Station and clung to him with real affection asking for his protection and help when the court ordered the child to be detained in a Remand Home. On investigating the matter, the Magis-

trate came to know that the H.C. had been extremely kind and understanding to the child during his arrest and detention in the Police Station. The child's anguished rush to the H.C. was a spontaneous action which sprang out of his confidence in the goodness of a policeman who had proved to be a real friend to a baffled child.”

The extract which I have just read should make it quite clear that the manner in which a policeman conducts himself has considerable bearing on the welfare of children.

2 Relations between the police and children are, of course, regulated by laws. The Reformatory Schools Act passed by the Government of India in 1897 was the first enactment in the country providing for a separate procedure in dealing with children. By this Act, boys below 15 years of age when convicted were sent to Reformatory Schools instead of being sentenced to imprisonment. They are detained in such schools for periods ranging from 2 to 7 years but not after attaining the age of 16. These schools have laid down a routine of institutional and occupational discipline for the children which was expected to divert their wayward habits into constructive and socially healthy channels.

3. In 1920, Madras State took the first big step forward in this country in the cause of not only erring children but of the larger and more unfortunate class of destitute children. This Act provided a solution for the important problem of non-criminal destitute children as well as for the punishment of negligent parents or guardians. Under this Act, convicted children as also destitute children below 12 years of age are sent to Junior Approved Schools where they are detained

for a sufficiently long period but not exceeding the age of 16. In these Approved Schools boys and girls are given education upto the High School and also instructions in various trades and handicrafts so that they can earn their livelihood after release.

4. Several progressive ideas^o were adopted by the passing of the Madras Children's (Amendment) Act of 1958 which provides for treatment in "After Care" Homes till the age of 21 years of inmates of Senior Approved Schools who have to be discharged on attaining the age of 18. It also provides for the admission to Approved Schools of uncontrollable children on the request of parents or guardians. It has also widened the scope of action in regard to destitute children to include those found begging in streets. A new chapter of offences has been enacted on the liability of parents or guardians for various malpractices in respect of children or young persons below the age of 16 years. The amendment also provides for all records and information regarding children or young persons dealt with under the Act being treated as confidential.

5. Apart from the Government Junior and Senior Approved Schools for boys and girls, there are Reception Homes for boys and girls and a Child Welfare Home in Royapuram. The Reception Homes are in effect Remand Homes while the Child Welfare Home is an institution more or less on the lines of an Approved School. This Home is managed by a staff of one Inspector of Police, one S.I. and three H.Cs. as well as by a complement of teachers and handicraft instructors. The maximum strength of this Home, which is under the management of the police, is 400 children. They are given basic education and instructions in such trades as weaving, spinning, tailoring, carpentry, etc. This is the first Children's Home in this country, which is under the management of the police, and we naturally take a great deal of pride in it.

6. Apart from these Government institutions, there are also Homes for children run by the Guild of Service such as the Bala Mandir for children under 5 years of age, the Seva Samajam Boys' Home and the Seva Samajam Girls' Home. In these institutions also, delinquent and destitute children are given education and instructions in handicrafts. There is also the 'Avvai Home' in Madras which caters for about 300 destitute girls and there are also a 'Boys' Town' and a 'Girls' Town' run by the Y.M.C.A. and Y.W.C.A. respectively.

7. The Madras Police have also started 'Boys' Clubs' in Madras City and in the headquarters of each district. These clubs are located in slum areas, and uncared-for children who might stray into wrong ways are admitted as members. Each club has a membership ranging from 50 to 80 members. These children attend the club every evening when they are provided with in-door and out-door games. They are also given instructions in rudimentary drill and good citizenship. In some districts the police have also started schools for children where free midday meals are arranged. It is easy to imagine these tiny-tots growing up into manhood and womanhood retaining a lasting affection for the police.

8. You will remember that at the beginning of my talk, I read to you an extract from a letter, which made it clear that there is need for a specialised police agency to deal with delinquent or destitute children. I am glad to be able to say that the Government have recently sanctioned a Juvenile Aid Police Unit in Madras City which will be composed of police staff who understand child psychology and who will undertake all work relating to children who offend the law.

9. In these ways the police hope to promote the welfare of children who are indeed the wealth of the nation.

JUVENILE DELINQUENCY

A RADIO TALK BY N. KRISHNASWAMY, M.Sc., I.P.S.,
(Deputy Commissioner (Crimes), Madras City.)

When we read about or observe the incidence of crime around us, we naturally want to know what the causes of crime are, and how crimes can be prevented. But when we analyse the facts and figures about crime, we are faced with some very disturbing facts. One fact is that economic and industrial advancement has not been solving but really creating more crime problems. Another disturbing fact is that a large number of crimes are being committed by children, adolescents and youths, and that most veteran criminals are known to start their careers of crime when quite young. The problem of juvenile delinquency today is therefore a problem that should cause us a lot of concern.

The change of a rural community into an urban, industrialized community is one which brings about far reaching changes in the lives of its members. In the rural community, the home and the community form a well integrated stable system of human relationship. The small size of the community and the leisurely pace of life enables all sections of it to watch its members, encourage the good and discourage the bad. Neighbourhood opinion and social and religious institutions and practices exert strong social control and discipline.

All these forces and elements that make for stability in the home and the community disappear with the process of urbanization. The unity and cohesive character of the community and the home break down quickly under the impact of the new social and economic forces. Families break up and their individual members scatter afar to seek their livelihood. Women and children earn and become economically independent. Daily life

takes each member of the family into different environments, interests and experiences. The pace of daily life leaves little time for the family to be together and pursue the common interests that bind the family together. The family bond becomes a nominal bond. Even so with the community which loses its cohesive character. No one knows who his neighbour is, nor does one care to know the neighbourhood which becomes a collection of strangers from various places ; community opinion or control does not exist for them.

Urban areas draw a constant influx of people from the mofussil searching for employment. Soon the evils of over-population become evident. Slums appear. Immorality and vice grow. Crime takes root, and towns and cities give ample opportunities for crime to flourish. The community becomes a conglomeration of conflicting group interests like landlords and tenants, employers and employees, law makers and law breakers. Order in the community is sought to be established not by man-to-man relationship, but by legislation. Disputes which neighbours settled amongst themselves, erring children who were corrected at home, all come to the law courts in the new order. We must realize that extraordinary influences and forces are moulding the minds, attitudes and behaviours of children in modern urban life.

The evolution of a criminal career has two fundamental aspects to it. It invariably starts with mischief and truancy in childhood, and passes through the stage of delinquency during adolescence and reaches full fledged criminality in adulthood. Secondly the environmental conditions of the home, and surroundings

and the special experiences through which the child lives and grows largely determine the course of a criminal career. One of the greatest psychological needs of a child is the feeling of security. Comfort, happiness, parental control, protection and guidance, in the home are vital needs for child, and if the home does not provide these, the child is inevitably driven to seek these in the world outside, where he falls victim to all its corrupting influences. We have seen how urban life tends to break up cohesive family life. Parents who do not for one reason or another, cater to their children's basic psychological needs, unwittingly expose their children to a possible career of delinquency.

Sometimes a child may come from a happy well-knit family, but may be unwittingly forced into truancy by the parent or the teacher, in ways that they may not realize. Physical or mental handicaps, aptitudes, preferences and capacities of a child may not be noticed or gauged by the parent or teacher, and forcing the child into activities without reckoning with these factors, may make the child seek his escape through truancy. And then again all may be well with the child's home and school, but not with the neighbourhood where he or his friends live. The neighbourhood may be a slum, filthy and over-populated, lacking in playground and recreational facilities for children. The neighbourhood may be a crime-ridden area, where the child may witness gambling, drinking, prostitution, or low behaviour standards. The home and the school can do little to save the child from such tremendous environmental influences.

In daily life the child lives and grows largely within the influences of his own group. It may be a play group, or a truant group or a delinquent group, but this group is the only social world for the child. The rest of the world is a world of adults who have neither the time nor the inclination to peep into the social world of the child and see what values obtain therein. The child always adopts the values and behaviour standards of his own

group because this assures him of the membership and approval of that group. These values and behaviour standards may sometimes set at naught the healthy influences of the home and the school. The child's group pursues interests that often bring it into conflict with other groups in the area. Mischief, noise, rough play, a broken window, a punctured tyre, a trampled flower bed, a petty theft, are all acts which can bring the police into the picture. From the stage of adverse police notice, to the law courts, and corrective institutions, are but short steps, and they make the first steps into a criminal career.

The solution for the problem of juvenile delinquency, which tomorrow becomes a crime problem, is therefore to be sought in our homes, in the schools where our children study, and in the influences and circumstances in which they live and grow. In our homes we should, in the midst of whatever preoccupations we have, give time and attention to our children; assess their mental or physical handicaps, interests, aptitudes and capacities, and ensure that the curricular and extra-curricular activities of each child are in accord with these aspects of his or her personality. When we see a tendency to truancy we must examine the causes carefully and substitute healthy activities and wholesome influences for whatever unhealthy activities or influences exist. The parent must never forget his role as a teacher, he must never forget that the basic lessons that build character and integrity are learnt by the child at home. So also with the teacher at school, who must logically follow up in school, on what is expected of the parent. There must be constant vigilance in schools in regard to the children who are backward or listless in class or who play truant, and every effort must be made to reorient the curriculum, the method of teaching, and the extra-curricular activities in schools to fit in with the handicaps, aptitudes and capacities of such children, and draw from them their best, without unwittingly making them compromise on their character and integrity. A system could be thought of

where parents and teachers could jointly consider and co-ordinate efforts to deal with the problems of problem children in each school.

In the era of social reform, the State must necessarily make a strong bid to root out the black spots in the social fabric. Slum clearance and provision of decent and healthy living conditions for the poorer classes must receive top priority. Provision of playgrounds in adequate numbers in urban areas, and the starting of children's clubs to serve children in slum and backward areas are very important

steps in countering the factors in these areas that promote juvenile delinquency. The Government of Madras have recognized the urgency of these steps and have made sizable allocations of funds under the Five-Year Plans for Social Welfare. It is the duty not merely of Government and Governmental agencies, but of every parent, of every teacher and of every social welfare worker and agency to join hands in a joint effort to root out the causes in the home, the school and the community that contribute to juvenile delinquency.

FOREIGN WORDS AND PHRASES IN LAW.

(Extract of page 291 of the Australian Police Journal, 1960.)

Certiorari : *A writ directed to an inferior court of record commanding it to certify to the Queen in the High Court of Justice some matter of a judicial character. It is used to remove civil cases or indictments from inferior courts into the High Court, that they may be better tried, or re-tried.*

Custodere custodes : *To "police the police".*

Damnum sine injuria : *There may be loss inflicted without an injury at law.*

Inter alia : *Amongst other things.*

Jurisprudentes : *Authoritative writers on the law.*

Mandamus : *A writ in the Queen's name from the High Court of Justice ordering a person to perform a public duty where no other effective means of redress are available.*

Milieux : *Social surroundings, environment, state of life.*

Nolle prosequi : *An undertaking entered on the record by the plaintiff in an action. Generally, in criminal prosecutions, entered by leave of the Attorney-General. It is not equivalent to an acquittal and not a bar to a new indictment for the same offence.*

Prima facie : *A case in which there is some evidence in support of the charge and which will stand unless it is displaced.*

Prohibition : *A writ used to restrain an inferior court from exercising its jurisdiction or acting contrary to the rules of natural justice.*

Quaere : *Wherefore.*

Res judicata : *A thing adjudicated.*

Salus populi est suprema lex : *The welfare of the people is the paramount law.*

Sub Judice : *In course of trial.*

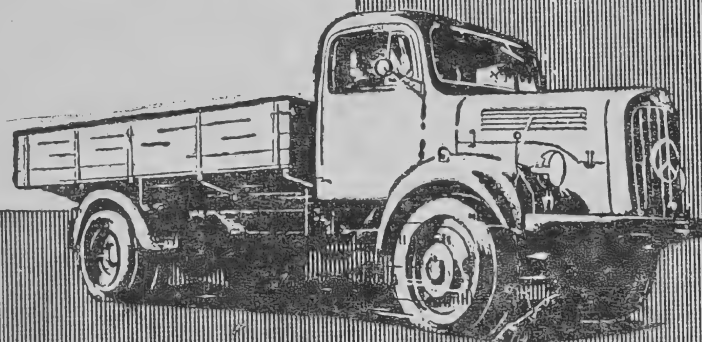
Summum jus : *Extreme law.*

Voir dire : *A preliminary examination of a witness by the Judge in which he is required to "speak the truth".*

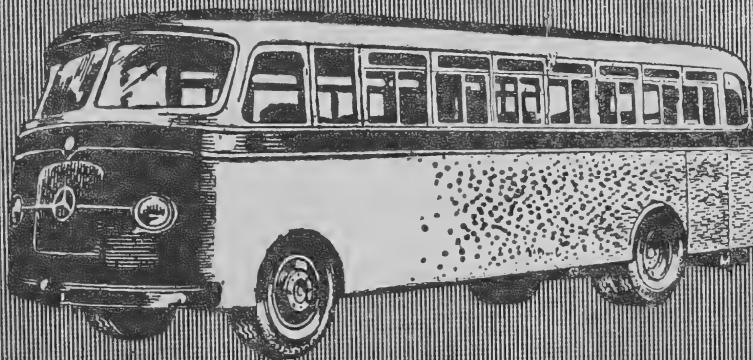
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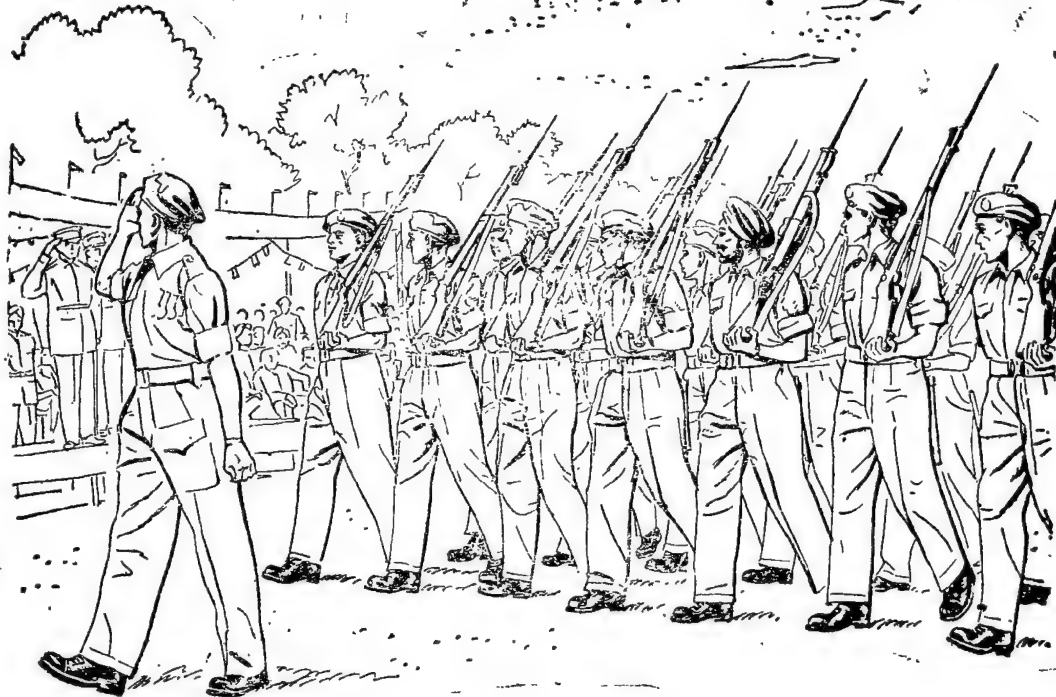


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TRAFFIC PROBLEMS

BY

K. RADHAKRISHNAN, B.Sc. (HONS.), I.P.S.

(Deputy Commissioner of Police, Traffic and Licensing, Madras City)

Introductory

The amazing strides made in the field of science during this century had created countless problems for mankind. The scientific discoveries and inventions have entirely changed the pattern of social, economic and industrial set-up in the last few decades. Every scientific invention has brought on its trail new problems and hazards hitherto unknown which require to be tackled in the same scientific manner. The introduction of the automobile on the soil of the earth has thrown a challenge to the ingenuity of man in relation to its impact on the society. The automobile industry is advancing by leaps and bounds and it is not unlikely that it is letting loose a vehicle every second into the roads of the world today. The steady influx of vehicles every day on road and rapid urbanisation are creating complex problems in the field of control of communications and hazards to the community. A careful analysis of the problems and a well-thought-out planning is necessary to tackle this issue with success.

Importance of "Traffic Engineering"

The western countries have already paid a serious attention to the menacing traffic problems and have been solving the same with a great measure of success. Our country has still a large ground to cover in this field. The problems on road are not as simple as they appear to be at first sight and one practically faced with them will know the intricacies and complexities involved while tackling the same. 'Traffic Engineering' has developed into a vast subject by itself with unlimited scope for research and study. In our country we have yet to realise the importance and growth of

this subject. As a matter of fact this subject is not offered in any University in our country now. The imposition of new traffic laws alone will not solve the problems of the road today. The engineering authorities have the first place in traffic-planning. Till now, the engineering branch had been in the background and very little part had been played by it in traffic study. Moreover there were very few in our country in the past who had been equipped with an authoritative knowledge in the subject. Now we have in our midst a few who had made a special study in other countries but had not been provided with an opportunity for application of the subject to our traffic problems of today.

Traffic survey and collection of accident data for study

How to encounter the traffic problems that had been posed to us today? Any haphazard attempt to effect traffic improvement in any area without planning will be a waste of public money. A deep study of the problems of the past, and the present and future trends is essential to evolve a plan. A body of expert engineers who had made a special study of traffic engineering should be set up. Simultaneously an expert group of police authorities should be constituted. These two units should work jointly and take up a study of a city or a town for which a plan is to be prepared. A detailed study of the topographical features and a survey of the traffic trends should be made. The police should collect and compile all the accident data for the past three years in the area in question. The accident report form should contain exhaustive particulars

of accidents faithfully recorded which could admit of preparing any statistical data for analysis and study. The existing form in use if properly filled in, is itself fairly sufficient for collecting all the data for the study. After the collection of the requisite particulars, the same should be conveniently charted out in graphs and diagrams for comparative study. The accidents can be classified into (i) fatal involving, (ii) grievous injury, (iii) simple injury, (iv) property damage over Rs. 100. Accident-prone areas can be easily located on the charts and such areas should be taken up for study of causes of accidents. The cause of accidents may be due to (i) driver's fault, (ii) fault of the pedestrian, (iii) faulty physical features. Each category above can be sub-classified in greater detail for intensive study. The study of the accident data helps the engineer to locate the engineering defect in the design and construction of roads, pavements and islands, automatic traffic signals and erection of traffic signboards, etc. This in turn assists in determining what should be done to eliminate hazardous physical conditions on road. The study of the accident data helps the police (i) to develop a workable selective law enforcement programme, to justify the size and nature and scope of staff and equipment assignment for traffic control work, (ii) to educate and furnish information to the public and (iii) to provide a basis for more intelligent handling of complaints and requests for special traffic control measures.

Financial loss to the community due to traffic delays and congestion

After the intensive survey is completed, a deep study of the data compiled should be made by the Traffic Engineers and the police. Traffic planning is done with the following two objectives in view: (i) provision of speedy and orderly flow of vehicular movement, (ii) prevention of hazards to human life, and property damage. It is well-known that traffic delays and congestion involve a huge financial loss to the community. Though we do not have precise estimate of the such financial loss in our country it will

be of interest to know some of the figures calculated in other countries. The cost of delays in New York had been estimated at about seventy million pounds a year. Mr. Shrapnel Smith had estimated the cost of delays in Central London, within three mile radius of Charing Cross, at over eleven million pounds a year. The London and Home Countries' Traffic Advisory Committee in the report entitled "London Traffic Congestion", published in 1951, quotes certain of the foregoing estimates without in anyway challenging them, but cautiously remarks that "from a study of certain calculations which have been placed before us, we do not feel justified in expressing any opinion as to the annual cost to the community, of traffic delays in Inner London, as a whole, but, as an example, it is estimated that the cost of delays experienced at St. Giles' Circus alone would amount to some £200,000 per annum." We may perhaps quote another example taken from Survey made by the Road Research Laboratory in February, 1948, between 9 a.m. and 6 p.m. at five intersections in London. The overall delay at those five intersections was calculated to the 235,000 vehicle hours per year during working hours. We are also informed that on an average busy day in Central London the buses lose 800 scheduled miles owing to traffic congestion and that on separate days in October and November, 1950, the loss amounts to 5,000 and 8,000 miles respectively. It is clear from the above estimates the magnitude of the financial loss involved in traffic congestion and delays. Though we do not have surveyed estimates, it is obvious that a sizable loss is incurred in the cities and major towns in our country. Therefore it is very essential to study the causes of major traffic congestion and delays and take all measures to remedy the same and plan for speedier communication. There should not be any hesitation to invest huge sums for schemes to prevent major traffic congestions, for, the economic benefits that accrue to the community will be greater ultimately. The traffic planning authorities should focus their attention to areas of traffic congestion and

suggest immediate remedies for overcoming the same.

Causes of traffic delays and congestion

Traffic delays and congestion arise out of a variety of causes and following are the ones which we commonly come across, (1) road capacity, (2) major and minor road intersections on arterial roads, (3) pedestrian crossings, (4) slow moving vehicles, (5) timing of automatic traffic signals, (6) parked vehicles, (7) narrow bridges, (8) railway level crossings, (9) defective location of traffic signs, (10) road repairs, (11) concentration of industrial and shopping centres, (12) lighting, (13) pavement and road side hawking and (14) traffic delays due to temporary features on road.

(1) *Road capacity* : The capacity of a traffic lane is usually expressed as the number of vehicles per hour passing a given point and it varies with the speed at which the traffic is running. At very slow speeds vehicles follow one another closely and as the speed increases there is an increasing space between successive vehicles in an orderly stream. Traffic volume is distinguishable from traffic density. Traffic volume, like capacity, can be expressed as so many vehicles per hour per lane passing a given point ; traffic density as the number of vehicles per unit length of the road. It is thus possible to have a very high density with a very low volume. This occurs when vehicles are running very slowly with very short gaps between them ; the volume becomes nil when the vehicles come to a standstill almost touching and the density is then at a maximum. The theoretical capacity of a traffic lane is calculated on the assumption that flow is uninterrupted. The U.S. Highway Research Board had classified the traffic capacities in three ways as follows :

(i) *Basic capacity* : defined as "the maximum number of cars that pass a given point on a lane or roadway during one hour under most ideal roadway and traffic conditions which can possibly be obtained."

(ii) *Possible capacity* : defined as "the

maximum number of vehicles that can pass a given point on a lane or roadway during one hour under the prevailing roadway and traffic conditions." This cannot be exceeded without changing one or more prevailing conditions.

(iii) *Practical capacity* : defined as "the maximum number of vehicles that can pass a given point on a roadway or in a designation lane, during one hour without the traffic density being so great as to cause unreasonable delay, hazard, or restriction to the driver's freedom to manoeuvre under the prevailing roadway and traffic conditions." A study of vehicular volume and flow is essential for improving the road capacity and fixing the correct speed restrictions. Very low speeds are associated with low traffic capacity and inevitably lead to congestion. In order to improve the capacity, steps should be taken to widen the existing roads and increase the number of lanes. The widening of roads is a problem and is beset with a number of complex issues. In a grown city with built up structures, acquisition of an inch of space will involve lot of litigation and the cost involved will be huge. Widening of the roads will be practicable only in areas where there is no problem of acquisition of fresh land. Such areas should be taken up for improving the road capacity and widening should be done before any further built-up encroachments spring up. Another solution to relieve traffic density is to form alternate roadways parallel to the existing ones by effecting unidirectional flow. The opportunities for constructing such roads in developed cities will have to be examined alongside suburban railways, canals and seashores.

(2) *Major and minor road intersections on arterial roads* : The frequency of intersections hold up the traffic on arterial roads and cause traffic delays. The solution to major intersections will be to provide sub-way for one flow of traffic. This can be restored to wherever existing physical conditions permit. The interference of traffic from minor roads cutting the arterial roads can be controlled by one-way restriction.

(3) *Pedestrian crossings* : The hold up of vehicular traffic occurs at pedestrian crossings where pedestrian volume is heavy. Provision of sub-way crossings is the only satisfactory solution for this pedestrian-vehicular volume conflict. To achieve uninterrupted vehicular flow all steps should be taken to construct sub-ways for pedestrians in heavily congested areas.

(4) *Slow moving vehicles* : Undue delays are caused to free flow of motor traffic due to parallel running of slow moving vehicles. The slow moving vehicles include hand-drawn carts and rickshaws, animal-driven vehicles and cycles. The solution can be found by providing alternate routes through minor roads, restricting the hours of movement, providing separate lanes where space permits or totally banning the movement of such vehicles. The last one is of revolutionary nature and is not a practical solution for immediate traffic improvements. The same has to be tackled on a special footing with a view to work out a practicable scheme acceptable to all sections of the community.

(5) *Timing of automatic signals* : Idling delays should be avoided by careful thinking and planning while devising the automatic signals at intersections. There should be a co-ordinated system by which uninterrupted traffic flow can be maintained at successive intersections. A study of mere speed and distance and vehicular volume will not help in attempting to synchronise the signal phases at successive intersections. This depends upon so many other prevailing and incidental factors. To obviate such difficulties vehicle-actuated signals are provided in certain countries by which the drivers can get the signals they require depending on the prevailing conditions on road. A careful traffic volume study is necessary while timing and phasing the automatic signals. If this is ill-planned the results achieved would be contrary to all expectations.

(6) *Parked vehicles* : Delays on roads occur due to haphazard parking. The location of the parking lots, the entry and exit facilities should

be carefully planned out. The actual interruption is caused in the parking and unparking manoeuvres. Such manoeuvres should be limited to the parking lots and should not extend to the roadways. Parking lots should be far away from bus stops and pedestrian crossings. No fresh business house or cinema or any other building should be allowed to have licence for construction if adequate parking facilities are not provided for. Provision of parking lots on private lands on rental basis should be encouraged.

(7) *Narrow bridges* : In most of the places the existing bridges have not been modified to suit the present-day needs. The narrowing down of the road near bridges cause interruption to the free flow of traffic. If there is a breakdown in the middle of long narrow bridges, the traffic flow on either direction will be paralysed. To avoid traffic congestion and delays broadening of bridges should be taken simultaneously with the works connected with the improvement of road capacity. Provision of lay byes for breakdown vehicles can be thought of in case of sufficiently long bridges. Separate pavements should be provided alongside the bridge. Where the waterway is dry during major portion of the year, slow moving vehicles can be segregated by providing separate causeways.

(8) *Railway level crossings* : Level crossings in suburban railways cause annoying traffic delays and congestion. Provision of underground motorway or railway is the solution to the problem.

(9) *Defective location of traffic signs* : The traffic signs are classified into Regulatory signs, Warning signs and Guide signs. Regulatory signs are intended to bring to the notice of the drivers the existing traffic regulations in the area such as one-way traffic, speed limit, no horn zone, etc. The sign should be intelligible to any driver and visible from at a good distance. In case of one-way traffic regulation the signboard for the same should be visible to all possible road users. It often happens that signs are so placed that driver comes to

see them after negotiating a turn movement. Warning signs are intended for calling attention to conditions in or adjacent to a highway that are hazardous to traffic operations. Guide signs show route designations, destinations, directions, distances, points of interest and other geographical or cultural information. Delays are caused if the signs are not intelligible and visible. At times drivers have to stop to understand the signal. The route direction and distance should be placed well in advance with an unmistakable plan of the branching of the roads ahead. Very often motorists have to stop at intersections to find out the routes and distances. Excessive crowding of unnecessary signs should be avoided which could otherwise cause confusion and resultant traffic congestion. The background, the height of traffic signboards, the choice of colours and paints should conform to standard specifications laid down after thorough experimentation in advanced countries. No time need be wasted for basic research in our country in this direction.

(10) *Road repairs* : Repairs to underground drains, cables and road surfaces if needlessly prolonged cause unnecessary traffic congestion and delays. Such routine operations should be undertaken during lean periods of traffic flow and should be completed with minimum inconvenience to road users. Heaps of road metal and gravel are often stored for months before the actual works are undertaken. This is not only hazardous but also causes needless traffic obstruction. Similarly the debris that accumulate during road repairs should be cleared as soon as the operations are over and not left over for natural disintegration.

(11) *Concentration of industrial and shopping centres* : The heavy concentration of industrial and shopping centres is a contributory factor in traffic congestion in urban areas. The co-operation of the business community is quite essential in decongesting the crowded areas. New areas should be popularised and suburban areas should be developed in a planned manner. The provision of ring roads with

spoke ways tried in a number of western countries is reported to be working well. The formation of ring road is found to be feasible with the prevailing conditions in almost all our cities and the same if taken up in right earnest will relieve traffic congestion in a large measure.

(12) *Lighting* : Bad street lighting reduces vehicular speed and leads to traffic delays. Improved lighting arrangements will easily solve this problem.

(13) *Pavement and roadside hawking* : The customers that crowd about the hawkers and the haphazard placing of vehicles carrying the merchandise cause annoying traffic congestion. This problem will have to be tackled by stringent legal measures. Another solution to this is to open small scale shopping centres in open spaces away from arterial and major roads.

(14) *Traffic delays due to temporary features on road* : Traffic delays and congestion occur if obstruction caused by vehicles involved in accidents or mechanical breakdowns is not removed promptly. Passage of processions and motor cars during the visits of V.I.Ps. also holds up traffic. Inconvenience caused on such occasional circumstances can be minimised satisfactorily by judicious handling by enforcement authorities.

Points to be kept in mind while planning for traffic improvement

In planning for traffic improvement attempt should be made to analyse the causes of traffic congestion and delay, and take measures to overcome them. Priority should be given to worst congested areas. It is possible to classify roads into various categories after an intensive traffic survey. This classification of roads depends on local conditions and is purely of academic interest. Priorities should be fixed for effecting progressive traffic improvements. The plan should furnish schemes for immediate improvements to achieve quick results. It amounts to preparing a short term plan for pressing traffic problems and a long term one for progressive general improvement keeping in view the future trends of traffic. The

cost of the plan should be worked out within the economic reach of the community so that the community is in a position to make some traffic improvements as the survey progresses. The ideal survey is one in which at least initial positive steps have been taken to put the major recommendations into effect before the final report is written. To undertake a survey without the backing of local organizations such as transport companies, chambers of commerce, Press, and other business organisations is likely to end with the shelving of the recommendations. Therefore it is essential that local businessmen, and other interested groups who have a say in the matter are in the picture right from the beginning particularly when route changes, restriction of one-way traffic, etc., are contemplated. In the Traffic Advisory Committees all such interested groups should be represented. When once a survey is made and planning is taken up the same should be widely publicised for inviting public criticism. As a practical step, a model of the scheme should be prepared and public invited to study and offer criticism.

Æsthetics in traffic planning

Considerable attention should be paid to the question of æsthetics while planning. Tastes differ widely in this matter. What strikes a thing of beauty to one may prove a vulgar horror for another. International standards cannot be fixed in this field as æsthetic appreciation depends upon the traditional character of the community and other local conditions. The design of bridges, road alignment and curves requires a great deal of thought and the effect achieved should produce a profound appeal to the majority of the community. The alignments and curves should be so arranged as to provide sights of interesting objects and landscape for the road users. Harmonising a structure with its immediate environs will be more pleasing to everyone than juxtaposing an incongruous element there. Constructing a mill with its smoking chimneys alongside a temple of great architectural beauty is definitely an outrageous attempt to kill all æsthetic

values. The roadside slums, dirty restaurants with overhanging pieces of gunny rags, neon advertisements with all possible distressing colour-design are all offensive spectacles for any individual who has some regard for æsthetics. To drive through miles of such vulgar spectacles is distasteful and tiresome. Special attention is also required in the matter of planting avenue trees wherever practicable. Presence of green avenue trees with beautiful flowers will definitely relieve the monotony of a drab artificial landscape of an industrial town.

Traffic plan for every municipal town

It is superfluous to emphasise any further the need for planning to improve traffic conditions. As a matter of fact, every municipality having a population of over 75,000 should be compelled to form a Traffic Development Committee and prepare a plan for traffic improvement. Positive steps are quite necessary immediately in this regard.

Legislation in regard to vehicles

In the foregoing paragraphs problems relating to Traffic Survey and planning were discussed. Provision of speedy and orderly vehicular movement and prevention of traffic hazards were discussed from the engineering angle. Enforcement of law relating to the road and education of the public present knotty problems to the police. Traffic regulation, law enforcement, and education also require a great deal of specialised attention. This is not the entire responsibility of the police and every citizen has a great responsibility to discharge in this field. The hazards to human life and property should be reduced to the minimum by strict legislation and enforcement. In this connection it is worthwhile to study the existing laws of advanced countries and adapt some of the provisions which have been proved to reduce traffic hazards. In the ever changing pattern of society it is very necessary to review the existing laws periodically and modify the same to suit the new conditions. With the rapid progress in the design of transport vehicles, concomitant legislation to control dimensions,

weights and speed of the vehicles put on the road should follow. The road capacity and construction should be kept in mind before laying down the specifications. Before introducing unwieldy passenger and goods transport vehicles, the prevailing road conditions for taking the load, negotiating turn movements, etc., should be taken into account. There should be strict regulations regarding design, weight, route, and speed of such vehicles. In some of the large passenger coaches the area of blind zone should be reduced to the minimum by some contrivance. The restricted area of vision for the driver has led to a large number of fatal accidents the victims in the majority of cases being very young children. If a census of accidents is taken, it will furnish an alarming figure of such blood-curdling deaths. The driver of the vehicle in most of the cases goes scot-free under the plea of restricted visibility. Negotiation of left and right turn and round-about movements is a problematic manoeuvre for such monstrous vehicles with attendant traffic hazards. Provision of large space for about-turn movements at termini, prohibition of narrow routes and control of speed are essential prerequisites for taming such destructive machines. It is needless to stress any further the necessity for strict legislation in respect of such vehicles commissioned on our highways and streets.

Legislation in respect of drivers and others

Stringent legislation is equally necessary in regard to the road users viz., pedestrians, drivers and owners of vehicles. Persistent violation of road rules involving hazards to human life should be met by deterrent punishments. A compulsory imposition of imprisonment may be even laid down where driver's negligence had been shown to be a contributory factor in accidents involving hazards to human life on these occasions. Provision should be made to debar permanently such drivers from handling vehicles. The history sheet of the driver should be reviewed once in two years by the licensing authorities. The particulars of punishments awarded should be

entered chronologically and there should be a well worked out system whereby the recording of entries is properly ensured. All punishments imposed for violations of Motor Vehicles Act in respect of a vehicle should be entered in a history sheet which should be signed by the Magistrates while awarding punishment and the same should be made available always in a vehicle. When persistent violations are noticed deterrent punishments should be fixed for drivers as well as permit holders if enforcement of law is to be effective. The drivers of transport vehicles should be subjected to strict medical examination and a psychiatrist's test. Mere knowledge of rules of the road and the mechanics of the vehicle will not ensure safe-driving. The application of such knowledge should be seasoned with sound judgment, quick reflexes, and temperamental goodness. Therefore a psycho-analysis of the man is very essential before entrusting him with a licence to drive the vehicle in which operation question of life and death is involved.

Psychological problems on highways

In a majority of cases the negligence of drivers is not attributable to want of knowledge of traffic laws or motor mechanics on their part, but sound judgment and commonsense. Mere observance of traffic rules alone will not reduce traffic hazards. There may be a number of occasions when application of commonsense and principles of elementary human psychology is more essential than strict adherence to traffic law. To illustrate a case, take for instance a mother and a child walking on the middle of the road. A vehicle approaches from behind sounding horn from at a distance. The immediate reaction in the two will be to save their respective lives. The impulse of self-preservation strikes the mind first. The mother runs to the left and the child to the right. An average driver devoid of commonsense will definitely take for granted that the operation is complete and will not think a second before cleaving through the interspace temporarily created by the two self-preserving creatures. Soon after the separation the natural instinct would be

for the child left alone to make an attempt to join the mother for safety or the mother running to the child for rescue with the result the speedier of the two will be on the middle of the road or both at the time when the vehicle reaches the crucial point. A driver exercising correct judgment will not take the risk of cleaving through. He will come to a dead stop and proceed only after the two join and take refuge at a safety point. Application of traffic law has no place here except exercising common-sense and judgment. A number of such psychological situations can be cited and the listing out of such cases will make this essay unwieldy. All users of vehicles should have come across a variety of such situations while driving.

Legislation in regard to encroachments ; urban community programmes and slum destruction

Another major problem in traffic enforcement is clearance of obstruction created by slum dwellers, pavement and roadside hawkers, and other encroachers. Stringent and simplified laws are essential in this regard in larger interest. If this is not tackled with severe law enforcement, the traffic hazards may reach unmanageable proportions and will lead to a saturation stage when the enforcement authorities will be left in a state of utter helplessness. The straggling pedestrians thrown out into the road by forcible occupation of encroachers on pavements are a major source of obstruction to traffic. The evicted pedestrians are also exposed to traffic hazards. Wherever signs of fresh encroachments are springing up, stringent measures should be taken to nip them in the bud. In this connection I wish to suggest some remedial measures for tackling this problem. Along with the strict enforcement of eviction by legislation parallel measures should be taken to rehabilitate the pavement refugees. This job is not the exclusive responsibility of the municipal body or the Government. Philanthropic individuals and citizens well placed in life have a large share in this regard. Quite often charitable endowments are made for various public causes. It will not be a hardship for such munificent, charitably-disposed, and well-meaning citizens

to take up measures singly or jointly to rehabilitate the less fortunate human beings exposed to the sun and rain in their vicinity. An urban community programme for rehabilitation of the pavement dwellers can be undertaken by private bodies in right earnest. The municipal body as well as the Government would of course be too willing to supplement finance and professional aid. Similarly the pavement hawkers can be segregated by opening small scale stalls and markets. This should be practicable if positive steps are taken in this direction. It will not be out of place here if a suggestion is made to big industrialists to volunteer to absorb in their establishments the drivers of slow moving vehicles whose manoeuvres on road are also a source of obstruction to fast vehicular traffic. In any plan of systematic elimination of the slow moving vehicles, co-operation of the industrialists is necessary in the rehabilitation of the aggrieved.

Special training school for the traffic wing

The techniques to be adopted for training the recruits also require an intensive study. A good deal of attention should be paid to the choice of personnel for traffic wing. The factors that count in this direction are pleasing personality, good height, charming manners, and sound education. For the field-work, the employment of six-footers as many as possible, will be more imposing. The Metropolitan Police, London, attach special importance to height. A psycho-analytical test to find out the temperamental suitability of the recruit can be made along with the scrutiny of height and educational qualification at the time of recruitment. When once the right types are selected the task of training them is rendered easy. A special syllabus should be drawn up for training the traffic personnel, in addition to the usual training given to them for general police administrative work. The syllabus should be exhaustive enough as to meet all requirements for efficient traffic work. The recruits should be taught motor-driving and elementary principles of motor mechanics. A traffic constable who does not know driving may not be in a position

to appreciate the practical difficulties of a driver on road. A knowledge of driving is essential for timing the hand signals intelligently. Special attention should be paid to study of traffic laws and regulations and first aid. Traffic lessons should be taught with the aid of miniature models and other contrivances for easy understanding. Elementary principles of human psychology should be taught as the same will help in understanding human behaviour and reactions. This should be studied with particular reference to human problems on road. Inculcation of the need for politeness and good naturedness in the minds of the recruits should require repeated attention. Specific instructions should be given in the correct method of approach to the public. The language to be used and the choice of words in address require meticulous attention. A mental capacity to take certain annoying situations on road in a good humoured way is necessary. There should not be any occasion for the public to feel that they being subjected to needless indignity and harassment by the behaviour of a traffic constable or sergeant. The traffic constable is constantly in the eyes of the public and the reputation of the entire force depends upon his efficiency. Hence specialised attention is necessary for training up the recruits in traffic work on required lines.

Traffic training centre for officers

An All-India centre can be set up for imparting specialised traffic training for gazetted officers, Inspectors, Sub-Inspectors and Sergeants. This can be located in a city where facilities exist for field study of various problems. A specialised study of this type will help officers to tackle traffic problems with greater ease and confidence.

Administrative set up of the traffic department

The main branches of work of this department can be classified as follows :—

- (1) Traffic Investigation.
- (2) Traffic propaganda and education.
- (3) Prosecution of cases in court, service of

court processes and disciplinary action notices, etc.

- (4) Traffic patrol, regulation of traffic at points.
- (5) Taxation and issue of licences.
- (6) Flying squad to detect motor offences.
- (7) Traffic study unit where statistical figures are collected and examined for effecting traffic improvements.

Each category of the branch should be provided with adequate staff, vehicles and modern equipments. For the efficient working of investigation branch and flying squad requisite vehicles fitted with wireless sets should be made available. The propaganda section should have a cinema projector. The traffic study group should have all facilities for preparing models, pictures, statistical diagrams, etc. The pattern of dress for the traffic regulation staff should be pleasing and attractive. The other branches of work are of routine nature and the volume of work handled by them should be periodically reviewed with a view to ensure adequacy of staff to cope with changing trends in work efficiently.

Human element

The problems relating to road traffic and safety were discussed in relation to Engineering and law enforcement in the foregoing paragraphs. Above all the modern techniques in Engineering and ingenuity in legislation, the most unformidable factor to reckon with is the human element. The introduction of improved design and construction of roadway traffic control devices, and imposition of strict traffic rules alone will not entirely solve the complicated problems on road. The human being is a complex creature. Education of traffic discipline is a mighty task. Temperaments of the community vary from individual to individual and every man is a problem by himself to tackle with. It is an impossible task for the police to take up education of traffic discipline exclusively. Co-operation of various agencies is quite essential in this field. In this campaign, of course, the professional assistance of the

police will be available always. School and college authorities have a large share of responsibility in this direction and all steps should be taken to inculcate traffic discipline in the minds of the students by setting apart regular periods for the same. Safety councils, insurance companies and automobile associations and other social organizations should take up this campaign throughout the year. Seminars on All-India level should be held frequently to discuss and review the progress of safety measure. The United Nations Economic Commission for Asia and the Far-East is already paying serious attention to the menacing traffic problems. B. G. Manton, author of 'The Road and the Vehicle' observes as follows in the postscript to the book. "Education may help a little to make road users more careful, but instruction in the mere technique of vehicle driving is of little value if the pupil is lacking in the commonsense, the imagination, foresight and the imperturbable coolness which are the essential characteristics of the good driver. All the "safety first" propaganda, the posters and the stunts must be counted complete failures as really effective methods of reducing the scandal of accidents." The methods of approach to the problems and techniques of application in the field of traffic education and propaganda require special study.

Conferment of special honours for drivers for safe driving and privileges for transport companies

Just as the provision of stringent penal measures for bad driving, recognition should be given for good driving by award of certificates, medals and special honours and privileges. An annual conference of a representative section of drivers of transport vehicles and owners can be held. Merit certificates can be given for those who possess clean history for ten years. Conferment of special honours can be made for those drivers who had never involved in any accident for a continuous period of fifteen years. A comparative study of accident figures can be made in respect of private transport

companies and special privileges can be shown in the matter of granting permits to such companies which guarantee safe travel. Similarly there should be provision to cancel the permits in respect of companies which produce worst casualty figures.

Emotional appeal in traffic propaganda

Not a day passes without the appearance of a news item of a traffic accident in the dailies. The publication of it had reduced itself to such a drab routine that the readers have no time to reflect for a while the agony involved in the ruthless killing of a human being by monstrous machines on the road. In order to bring home the poignancy of such tragic drama, detailed personal accounts of the victims and if possible photographs of the savagely mutilated body and limbs should be published. A wooden appreciation of the problems associated with such gruesome tragedies while glancing through the news items will be of no value. What is needed is the emotional appeal to the community in regard to the appalling horrors involved in such tragic accidents which should stimulate everyone to realise that every such tragic loss to the aggrieved is a personal loss to the entire community. Imagine the harrowing spectacle of the wailing mother beside a mass of flesh of a tender child which was seen off to the school in a sprightly form full of hopes only a few seconds back. Ponder for a while the agonising plight of a raving widow and the suddenly deserted children, at the time of the tragic disappearance of the prop of the house—who had been raced to the ground on his way home. Are we going to find solace by cursing the agency of death—the creation of modern Science? No. Prudence lies in adjusting to the changing circumstances and fighting hard to find ways and means to avert such tragic forms of death. Creation of an increased awakening in the minds of all of the gravity of such issues and a mental awareness 'that it may alone occur to you'—should leave a lasting impression on all right thinking citizens. There is no use in screening such horrors and no other method of safety

campaign will be more effective than this form of emotional approach to the problem. I wish to point out the effect of an article published in America and quote an excerpt from the same in this connection. This article titled 'And Sudden Death....' written by Furnas first published in America in 1935 is reported to have touched off an accident prevention drive that reduced by one-third the killings on U.S. roads. Nearly four million reprints were ordered by science clubs, discussion groups and accident prevention organisations. It succeeded as no other piece of writing has in it a stirring realization of the traffic accident problem. The following is an excerpt from the article : "Publicizing numbers of road casualties never succeeds in jarring the motorist into a realization of the appalling risks of motoring. He does not translate dry statistics into a reality of blood and agony. Figures exclude the pain and horror of savage-mutilation—which they leave out the point. They need to be brought nearer home. What is

needed is a vivid and sustained realization that every time you step on the throttle, Death gets in beside you, hopefully waiting for his chance. A car is treacherous as a wild animal might be. As enthusiasts tell you, it makes 65 miles an hour feel like nothing at all. But 65 miles an hour is 100 feet a second, a speed which puts a viciously unjustified responsibility on brakes and human reflexes and can instantly turn this docile luxury into a mad bull-elephant."

Conclusion

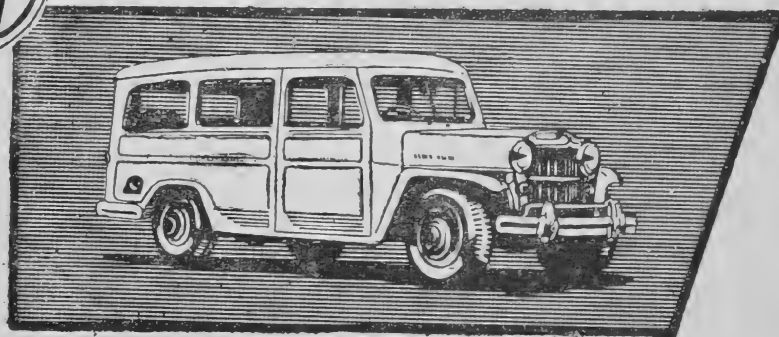
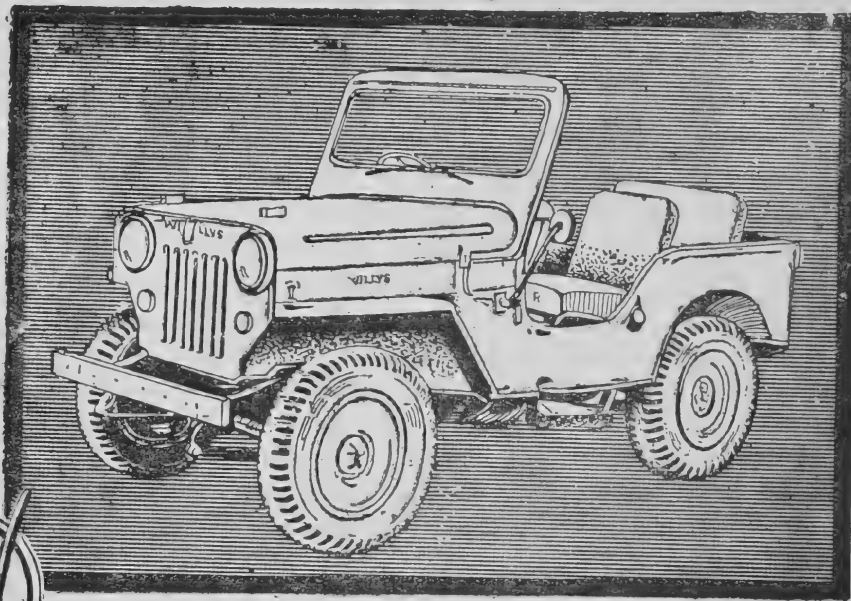
It is clear from the general survey above that the traffic problem had assumed such large proportions that it had created a new branch of science which demands deep specialised study, fresh thought, research from different angles and new techniques in application. It has thrown a mighty responsibility on the Engineers and the police officers who are obliged to pay concentrated attention to the study of this fascinating science in their respective laboratories.

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"HOW FAR CAN INSTITUTIONALISATION PREVENT JUVENILE DELINQUENCY?"

BY

V. T. LAKSHMI, M.A., L.T.

(*Chief Inspectress of Approved Schools, Madras*)

It is truly said that "Civilization or culture would mean nothing unless it protected and saved the children, 'the wealth of the country' from the titanic clutches of truancy and delinquency." A close study of the incidence of juvenile vagrancy and delinquency in our State convinces us of the fact that despite the best of vigilance and ardent efforts of social workers, voluntary welfare agencies and State Government, the number of neglected and wayward children is steadily on the increase. Truly, the reclamation, re-conditioning and rehabilitation of these unfortunate salvaged children should be the foremost concern to all those who are interested in and contributing their mite towards the re-building of the society, nay, establishment of the Nation in the making.

Children are the live-wire of any country. Our ancestors called them Gods. Our Prime Minister often tells us that they are the unique treasures and assets of our country. Therefore, the steady and smooth social, economic, industrial, political and spiritual progress of our country, which is on its onward march to establish a socialistic pattern of society in the democratic set-up, undoubtedly depends upon the right conduct, initiative, progressive outlook and legitimate aspirations of its children, who are not only its citizens of the morrow but many of whom may also be its future rulers! It must be, therefore, the prime concern and foremost duty of every one of us to see that in our callousness, we do not neglect the children so as to allow them to become wayward or delinquent and thereby prove to

be both liabilities and a menace to society. For, it is an accepted fact that *no child is born a deviant or delinquent. Nor has it, which has no choice to be born, a pre-determination or pre-disposition to become unsocial or anti-social. Yet, we have among us, what the world calls good and bad children. Good or bad children are only the creatures of circumstances. It is the parentage, the kind of upbringing and guidance in the home, surroundings, type of education at school and social contacts that influence and shape the children into what they are. According to Dr. Hare, a modern thinker, it is the children's faulty upbringing by ununderstanding, indifferent or vicious parents, their unsatisfactory or disrupted home make-up, their uncongenial environments and undesirable associates, which make most of our children the "prodigal ones."* As Dr. Annie Besant writes, when we see amidst and around us children progressing along right lines with proper safeguards, we should bless the Almighty for it. But, when we have the misfortune to come across those who are denied opportunities for proper upbringing and training and thereby going unguarded and wayward, and invariably taking to unsatisfactory and anti-social activities, we should not blame or abhor them; but we should cast the blame only on their irresponsible parents and neglectful society of which we are also doubtless members. Her wise observations have been duly upheld by the modern psychologists, who unanimously opine that it is the parents at home, relatives and friends around them, the teachers in the schools and members of the society at large who are directly or indirectly

responsible* for the increasingly large number of children who take to vagrancy, truancy or delinquent habits. We should, therefore, take it as our bounden duty to explore ways and means to make our homes, the basis of our society, fit places for the children to grow up in an atmosphere of well blended love and discipline and of freedom saturated with well measured restrictions. We must also see that their surroundings are so patterned as to help their proper and all-round normal development and growth, namely their physical, moral, intellectual, emotional and spiritual development and growth. In fine, we should pay maximum attention to the children's choice of friends, books and recreations, so that their general conduct is influenced in the correct and socially accepted manner. But, living as we do in a highly competitive and industrialised world, assailed by the modern civilisation with its scientific temper and purely secular view of life, which in its turn has set in a ferment of selfishness and restlessness, we are challenged by the acute problem of our own material existence. All our time is being taken up mostly by the crusade that we are obliged to carry on to tackle it and thus many of us have neither time, inclination nor desire to direct our attention and energy to the proper upbringing of our own children and much less those of others, with the inevitable result that juvenile destitution and juvenile delinquency, of late, are steadily increasing.

During the recent years, juvenile vagrancy and juvenile delinquency have, therefore, become an intricate and social, nay, a national problem, undermining the very fabrics of our homes, as well as destroying the structure of our society. The science of prevention and control of juvenile vagrancy and delinquency, in spite of all our national progress, during the past eleven years of our country's independence, is still only on the "horse-back" stage of its development. It proves to be the widest gateway to crime. If this baffling problem, the scale and difficulty of which cannot easily be gauged, is not tackled with a determined

all-out national effort, our society and even our country would have to meet with dismal destiny, which none of us would wish for. Let us, therefore, remember and be wary to look up the stables before the horses are stolen.

It is often asked whether the problem of juveniles is only a curse of the modern age with its mixed civilization. May be that juvenile vagrancy or juvenile delinquency in its modern legalistic sense might have been practically non-existent in the past. Nevertheless, the problem-children with specific behaviour patterns had been and continued to be present in the community at large throughout the ages. There is mythological and historical evidence to prove that the problem of even under-privileged, deprived, mentally retarded and deviant children had been there from time immemorial. But, their behavioural disorders might not have assumed the same alarming proportions as they have reached at present, as a consequence of the fast disintegration of families and homes and as a result of the recent rapid urbanisation and industrialisation of the country.

In ancient times, perhaps due to the joint family system, simple living and fewer needs, there was less poverty and no problem of unemployment; and hence there was no social problem of neglected and abnormal children as such in our country. The maintenance and care of such children, when and where they existed, was readily and traditionally accepted as the inevitable and natural responsibility of the joint families. These children were regarded as the result of their own past karma or that of their parents. Further, the simple and godly education and the second economy of self-sufficiency of joint families might have offered an effective and automatic brake to the growth of what is now known as juvenile delinquency. But, as days passed on, when our country, along with the rest of the world, could not escape from the medieval historical transformations and social revolutions, it also slowly and surely effected the disintegration of the joint family system and led to the reduc-

tion of the same into smaller family units of only parents and children. In due course, when the modern civilization with its complexity has taken our society in its titanic grips, even the units of small independent families have been disrupted. The subsequent conflict in our culture between the humanising tendencies of family, religion, education and society and the dehumanising tendencies of separatism with callous life of libertinism, mass industrialisation and materialism with urban temptations have brought in their wake social problems like orphanhood, destitution, insecurity of life and property, slums, exploited womanhood and neglected and victimised children.

At the present time, lack of amenities in the rural areas and the alluring accounts of the city life and the fabulous venues of life which it opens out to its denizens and votaries have caused the continuous migration of masses of children from villages to towns and cities; and most of these wayward children, groping for adjustments in sophisticated environments and finding themselves unsuccessful in their lonely quests, have become socially maladjusted: The behaviour patterns of most of them assume aggressive and anti-social nature, harmful to the public weal. Of late, due to homelessness, inadequate facilities at home, bad housing conditions, uncongenial treatment of parents, a large number of children run away from their homes as the only means of escape from their "intolerable life" and thereafter they are obliged to lead a vagrant life in the day-time and spend the nights on the pavements or in any open spaces available. Young urchins begging for food or competing for the "booty of remains of food on the leaves thrown in the dustbins" have become sore but common features in every town and city. Besides, lack of parental love, care, control and training are definitely responsible for many children developing disorderly and unsocial behaviour, which in its turn, leads them to spite what they think "the unsympathetic society" and commit anti-social acts, more to wreak their pent-up vengeance on

those who are better-placed in life than to pull on their own existence. Again, lack of or break in the education among several children, due to their elders' anxiety to turn them into premature wage-earners, drives them to take to do some odd jobs, without any definite purpose in view. During their leisure on hand, when they do not get such jobs, but when they have to get some money for their own living or to support their elders, they are perforce prone to commit offences against property, mostly comprising pick-pocketing, snatching of ornaments on children and purses of adults and sometimes, rather rarely, acts of shop-lifting, arson and murder. Further, to a great extent, absence of adequate recreational facilities is largely responsible for the misuse of leisure on the part of many children in gambling, cotton-betting and abetting in the manufacture, sale and supply of illicit liquor or in offering their services as pimps and procurers for men and women in the line. Next, the craze for going to cinemas and in some cases joining the cinema industry are a deeply acquired disposition in some of the children and the pernicious effect of certain pictures and sexy films on them is incalculable. Lastly, it is such a pity that gangs of adult anti-social elements who are organised into elusive groups in the towns and cities train up their own and other unwanted and vagrant children in their several infamous activities and use them as their accomplices to serve their ends.

Thanks to the interest evinced by the Government of Madras, voluntary social welfare agencies and socially-minded public in the matter of liquidation of juvenile delinquency, it may be proudly stated that its nature in our State is not so grave as it is in other States like Bombay or Calcutta. It may also be noted that even in its extent, the problem is comparatively less virulent and flagrant. But, as a general deduction, it must however be said that in our State, more than the juvenile delinquency, it is the trait of pre-delinquency in the neglected and vagrant children which are causing us all grave concern and call for immediate action.

These children may not have tangible delinquent behavioural disorders, with their overt expressions; and a large number of such behavioural disorders may have remained pent-up and latent in them and hence unreported to the legal authorities. But, let us understand that these children are, indeed, a graver menace to the State than those detected and removed from society for their re-education and re-conditioning. There are no two opinions that juvenile vagrants and delinquents do not hail only from the under-privileged class, for they are the products of the maelstrom of the maladjusted socio-economic factors, which are engulfing even some of the children of the indifferent well-to-do families of today. Whatever it may be, according to the psychologist Sir Walter Reckless, "**juvenile vagrancy and its concomitant delinquency proves to be a terrible and potent casual factor for human degradation foreboding an ultimate national upheaval.**"

It is, of course, true that prevention is better than cure, and hence the problem of prevention of the evil of juvenile delinquency among children is more desirable than its being tackled after it is manifest in them. But, the process of its prevention is a circuitous, arduous and even a baffling one; because its partial or complete solution depends only upon a well-nigh impossible co-ordinated and co-operative enterprise of the Governments on the one hand and the welfare agencies on the other, in the multiple spheres of administration like agriculture, industries, general social welfare and the like.

Incessant propaganda is necessary and will be effective to awaken the parents, society and community at large to the timely vigilant care that they are duty-bound to bestow upon the proper wellbeing and welfare of children and to impress upon the State's responsibility for apprehending and looking after the juvenile victims to socio-economic fluctuations in society and for helping them to help themselves to become fullfledged respectable and useful citizens of the country. All necessary acts of such preventive and legislative measure must

be enacted with the popular consent, but this will again comprise a long-term programme, and has therefore to be carried on from generation to generation. It should also be remembered that however zealous and particular we may be about the eradication of the sensational problem of juvenile delinquency, like other social evils, it cannot totally be uprooted. At its best, its magnitude and area of operation alone can be reduced and circumscribed respectively. Hence, leaving aside what is not possible for us to swallow, we may profitably take up what is possible for us to do. We may take up the care services and treatment programme of children who are already on the deviated path and thereby threaten to join the delinquent fraternity; or of those whose behavioural disorders tend to chronic vagrancy, truancy, waywardness, uncontrollable habits and incorrigibility; or of those who actually get into emotional troubles because of their unsuccessful adaptation to the established standards of social conformity which in many cases lead to their violation of the laws of the land, governing the security of persons and property. Reakes, an American psychologist, rightly describes juvenile delinquency as "**maladaptation of the youth to the demands of social codes governing their community life.**" Even this curative programme of orphaned, neglected and maladjusted children is a colossal one, calling for careful and judiciously scientific handling.

Psychologists are of opinion that the ancient concept of holding the juveniles responsible for their anti-social activities and therefore meting out to them deterrent punishments as a solvable measure of preventing them from resorting to the same wrong ways, is now definitely exploded.

On the other hand, the modern theory of regarding the juvenile vagrants and misfits as those who have developed in them the perversion of certain intellectual, emotional and volitional instinctive traits and their having to be treated before or soon after being victimised by the circumstances as pathological cases to

be cured of their mental ills through understanding and affection, has gained positive ground.

No doubt, the upbringing, care and correction of these children can best be tackled by their parents or by some foster-families. But, in the present structure of our society with its socio-economic inequalities and indifferent, unhappy, broken and vicious homes, the individualised treatment and re-conditioning of such children by individuals or families appears to be almost impossible and impracticable. Our present society is in its transition stage; it believes more and more in its rights and privileges than in its duties and responsibilities. With the steady rise of individuals engaged in pursuits of eking out their own livelihood and with the establishment of small families on western pattern, present-day families, as we have already said, have no time to spend on their own children's upbringing and welfare nor do they have any desire or means to extend their help to other children in need. Therefore, on account of this dwindling down of private resources and thereby private charity, the old concept of individuals or families having to look after other children is almost negated. The ancient Indian concept of adoption of children based on religious dogmas and attendant responsibilities does not easily give way to the western idea of adoption of children in need or uncared for even by the well-placed families of affluence.

So, Institutionalisation comprising the integration of the triple roles of parents, teachers and community for the homeless, parentless, wayward, discarded and delinquent children, has been regarded and adopted of late as the only feasible solution of the problem, in the absence of other better avenues of their individual or family care; and it is also considered to be the best manner under the circumstances through which their rehabilitative and re-assimilative programmes can be satisfactorily achieved.

This positive modern approach to the care and treatment of problem children has, in its turn, given rise to the establishment of care and subsequently Correctional Institutionals for

these different types of unwanted children in our State, from the early and middle of the Nineteenth Century respectively.

The Nineteenth Century was an important landmark in the history of institutionalisation of destitute or deprived children and children born out of wedlock, who had by then grown into a fair proportion of the country's population. The stupendous responsibility of providing shelter, food, clothing, care and training to these discarded unfortunates necessitated the establishment of orphanages and destitute children's homes along the partial pattern of ancient Gurukulas for normal children. These institutions were at first started and managed by religious organisations and aided liberally by the rulers of the States. The idea of orphanages is not, therefore, a modern invention. Students of history cannot be unfamiliar with the "Sisu Samrakshanalayas" maintained by the Andhra Kings or by the Emperors of Vijayanagar in the Andhra Pradesh or those conducted by the Pallava and Chola Kings in Tamilnad. The faint inscriptions lying among the ruins of Amaravathi in Guntur District and Hampi in Mysore State and Kancheepuram in Madras State bespeak of this fact in undoubtful terms. There was also then the prevalent strong religious belief that those who had resources in the country should deem it their pious duty to feed and educate the disowned and deprived children and thereby accumulate "Punyam" for ensuring their secure after-life or better re-birth. So, though not with the altruistic motive of serving the children in need, for their own sake and for the benefit of society, the problem of their care and training was in a way well solved by the rulers of those times and temples as a piece of charity that would lead to their own self-purification and glorification.

As days rolled on, the number of orphanages multiplied in the country. With the dawn of the modern era, after the decay of ancient rulers and medieval feudal lords, they were taken up and run by the Hindu mercantile communities, Christian missionaries and Muslim

philanthropists. They became as popular as choultries and rest-houses. The underlying principle of all these Care Institutions had been throughout to meet the three main primary needs of their beneficiaries—namely, shelter, food and clothing. It is, however considered in recent days that in a modern State like ours in its socialistic setting, it should be the incumbent duty of all social welfare agencies as well to provide institutional care and training without any regimentation to all the children in need of care. It is quite noteworthy that a few accredited voluntary welfare agencies have lustily responded to the call of the hour and have started such homes along right lines. These Care Institutions serve as homes for the homeless, and good and better homes for those children who are the products of unhappy, indifferent, neglected and bad homes.

So far as the Care Institutions in the past and present in our State are concerned, there is not much of a difference in their organisational and administrative set-ups, except, perhaps, the motivation factor of their origin. The old idea of "Punyam" accruing to the benefactors has been rightly replaced by the nobler concept of their duty to help the helpless children to become good and purposeful citizens of the country. A congenial atmosphere of homeliness is introduced in these institutions through personal contacts; and affectionate care and concern are bestowed on the children. The present objective is not only to provide them with minimum living comforts and amenities, but also to help them to mould their character and personality in the right direction in their impressionable age, by creating an atmosphere which will inculcate self-confidence and self-respect in them. The Seva Samajam Homes for destitute boys and girls at Adyar, the Bala Mandir, a foundling home at Theagaroyanagar, Dr. Varadappa Naidu's Orphanage at Tondiarpet and the Children's Home of the Madras City Council at Royapuram (all in Madras City) to mention only a few among many such, are devoting their well-planned services to their beneficiaries' character-training along

with training in arts and crafts. We have also scores of such Care Institutions all over the State, conducted by religious or social welfare bodies with or without Governmental aid. By rendering such yeoman service to the proper upbringing and training of these helpless and uncared for children who are but pre-delinquents, these Care Institutions are effectively preventing juvenile delinquency in the State.

It is gratifying to note that it was given only to Madras State, a pioneer in the field of social welfare, to take up the institutionalisation of juvenile deviants and delinquents in the later eighties of the Nineteenth Century. Up till then, perhaps, the juvenile delinquents as such were a few who figured here and there in the society and they were treated by the law-givers in the same way as adult law-breakers. Perhaps, the juvenile offenders shared the prison along with the adult criminals! This apart, care of the juvenile delinquents was no man's concern. They were regarded as wrongdoers and sinners and hence a despised lot to be left severely alone. When they committed any breaches of law, minor or major ones, and were detected, they were taken notice of only to be punished deterrently for their lapses. Breaches of law were regarded as serious crimes and those who committed them as criminals, whether the doers were children, juveniles or adults; and it was thought that the ends of justice could be met only when the wrongdoers were severely punished! Punishment of wrongdoers and their segregation or isolation was believed to save the society from their pernicious mischief as well as serve as an effective and preventive lesson to others with such pre-disposition. It was this time-honoured but totally misconceived principle which in the past governed the maintenance of penal institutions for adults and juveniles. It was at this juncture that the Madras State started the first Reformatory School at Chingleput. This was later on followed by other States, when they also opened similar Reformatories. This first Reformatory School in our State was placed under the control of the

State Jail Department. Though this was a great step in the right direction, still the principle governing their administrative set-up called for much re-orientation, inasmuch as they were only maintained as miniature jails. In the case of their inmates—juvenile delinquents and youthful offenders—their reformation was aimed at only through threats and punishments and not through positive means. The home and mental background of the offenders and the motivation of their actions were not taken into consideration at all. The Reformatories were thus no better than separate jails for the juveniles, and the rather inhuman treatment meted out to the juveniles of these detention centres made them only more callous and when they came out, most of them swelled the number of adult criminals. Thus, there was a huge human wastage, which the States could ill-afford to incur.

The later gestures on the parts of the States of Madras and Bombay in separating the Reformatories from Jails and converting them into Certified Schools and as correctional institutions for juveniles and also in placing them under separate, independent departments brought about a complete and salutary change in the general set-up of these institutions and in the methods of dealing with their inmates. So far as these correctional institutions, which are now known as Approved Schools in our State are concerned, they are no longer Reformatories aiming merely at punishing the juvenile delinquents and youthful offenders. But, they are statutory character-training centres with provision for educational and vocational training. Their aim is to study the four types of children apprehended by the police under various provisions of the Madras Children Act and sent to them by the Courts of Justice—namely, the destitute and uncontrollable children, constituting the pre-delinquent group, and the juvenile delinquents and youthful offenders. Then, after diagnosing the causes for their distorted personality make-ups and behavioural disorders, these institutions treat them kindly and sympathetically through

several therapeutic treatment channels, so as to help them to make themselves normal and useful members of society. All efforts are directed towards the juveniles' overall reformation through positive means of psycho-analysis. For information, it may be stated that there are five Government Approved Schools and twelve privately managed Carecum-Correctional Institutions, which have been recognised as "Fit person institutions" for the non-delinquent juveniles among the certified or approved children. These correctional institutions are of great importance in the field of nation-rebuilding work. Neither individuals nor families can undertake this uphill task of looking after and correcting the delinquents of youthful offenders straightaway, before they shed their unsocial traits and habits. It is a highly specialised and very delicate work, requiring and indenting on the co-ordinated efforts of a team of experts as well as trained and experienced workers in the field. Therefore, for a very long time, it can be done only by the institutions, controlled directly by Government or by the social welfare agencies with Government recognition and aid. The present re-orientation policy of our State Government in the field of correctional work that is gradually being implemented, seeks to aim at infusing into the purely Governmental Correctional Institutions a homely and affectionate atmosphere, with non-officials' co-operation, while bringing the non-Governmental ones on a par with the stabilised administrative set-up of the Governmental ones.

In this connection, it is but appropriate to dwell upon the treatment and comprehensive training programme of the Government Correctional Institutions in our State. As soon as the children arrive at the doors of these "Homes from homes", their personal cleanliness, feeding and clothing are attended too. They are then medically examined and the necessary treatment given. They are no longer treated like commodities by calling them by numbers given to them, but as human beings by calling them by their names. They are

encouraged to shed their fear complexes and pre-possessed biases against the correctional training. The prevailing happy and homely atmosphere with reasonable freedom of expressions and movements in the complete absence of the "lock-up system" help most of the corrigible children to settle down voluntarily and peacefully in a short time. Every help is given to the children to re-start on their own initiative, their new community life amidst affection and encouragement and recognition of their individual merits and capacities. The population of these institutions is divided into various groups with pupil-leaders so as to facilitate the group and case studies of the children by the appropriate care-takers. Such groups or Houses are under the supervision of the Housemasters. Through these workers' close and personal contact with and the resultant study of the children's traits, habits, behaviour, manners as well as educational, vocational and sports aptitudes, and with the help of the information regarding the children's parents' histories, home conditions and environments, duly furnished by the State Probation Officers, the Assistant Superintendents for Character-training, with the collaboration of the psychologist and under the guidance of the Adviser in Psychology (Dr. G. D. Boaz, Professor of Psychology, University of Madras) lay down tentative and flexible programmes of treatment-training for the children's wholesome reformation with an eye on their ultimate future successful and useful rehabilitation. The nature of treatment-programme, planned for these children in these Correctional Institutions, is purely psychological and hence scientific. It is also mainly common-sensical and practical. It is implemented in a very casual, informal and indirect, but methodical and systematic, manner with patience and perseverance by the care-takers and correctional officers of the institutions, of course, at every stage, with the full co-operation of the children.

Through choice play programmes, the children are given adequate scope to steam off their

pent-up energies. They also offset their deeply rooted evil effects of gloominess and lethargy, the principal characteristics of such children, and in course of time they are helped to become physically sound and mentally healthy and alert. Holding frequent inter-group and inter-institutional tournaments, a healthy team spirit and emulation are built up in them.

Next, by offering a course of basic education and instructional training in many diversified crafts and by allotting to the children such industrial or agricultural training, which are in tune with their aptitudes, capacities and home environments, an earnest attempt is made at occupational therapy; the chief object of which is to replace the children's delinquent activities by diligent ones, and canalise the latter in the most constructive and profitable directions. When the children attain proficiency in the 3 R's and in the respective crafts, they also gain self-confidence and are imbued with a sincere desire to eke out their livelihood honourably and by fair means, with the financial aid offered to them by Government.

Through carefully planned route marches, free-time activities, visits to places of interest as well as to picture-houses at intervals and periodical camps and excursions, which are envisaged by the modern diversional therapy, the children are provided with adequate amusements and general knowledge and information which in their turn inculcate in them interest in the good things of life, without having to resort to anti-social crutches to snatch escapes from the possible monotony of institutional and disciplined routine.

The laying down of regular programmes of talks to be given by authorised persons on moral and religious topics, emphasising the existence of one God and love for that God, is one of the canons of religious therapy, prescribed by modern psychologists for the reformation of the types of children passing through Correctional Institutions; and this aspect of the programme is very successfully followed in our Approved Schools, which

gradually helps its beneficiaries to develop finer human instincts to do the right and shun to do the wrong, as per the socially accepted codes. Daily community prayers with songs bringing out the concepts of one God and the need for His children having to live an upright socialised and helpful life, worthy of Him cure, slowly but surely, the dormant or latent, suppressed or over-inhibited patterns of behavioural disorders in them.

Besides, judiciously planned programmes of cultural activities at frequent intervals comprising composition and rendering of songs, speech-making and participation in debates on healthy subjects and in dramas with social, historical and religious themes, foster in the inmates of these institutions creative faculties as well as draw out their hidden talents. Reformation of juvenile pre-delinquents and delinquents through dramatics is the latest successful method recommended by modern psychologists.

Steps are also taken to reform the children through other varied spheres of extra-curricular activities. Scouting or Girl Guiding, as the case may be, and the recently introduced Auxiliary Cadet Corps Companies in the Government Approved Schools for Boys provide excellent opportunities for the children to imbibe and develop individual discipline, group solidarity and collective responsibility. The recent formation of social service units in these institutions inculcate in the children the love to live well and do selfless service to others, thereby sublimating the instincts of selfishness and greediness in them—the two latent characteristics of juvenile delinquents, pre or potential types.

The recently formed Panchayat Courts of Honour in the Correctional Institutions not only cultivate in the children the unique habits of voluntary self-repentance and self-correction, but also indirectly pave the way for their innate desire to do the right and avoid doing deviated acts. Through the pocket money system, the children are encouraged to have a sense of

possession—much needed by them, which in due course suppresses or even uproots from them what are known as kleptomaniac tendencies. The School Banks teach them practically the lessons of thrift and saving, while the School Shops train them in the discreet use of money and proper purchase of useful articles required in life. The present experimental policy of allowing the fairly reconditioned and hence dependable children of these schools to go home, if they have one, on their own guarantee, without any riders and escorts and return on the prescribed dates, is another essential step of psychological nature taken to inculcate in them self-respect and trustworthiness to use their privileges in the right manner.

So far about the easily corrigible pre-delinquent and delinquent children; but, with regard to the problem or complex cases of difficult nature among them, they are recommended to the Juvenile Guidance Bureaux at Madurai and Madras, (now, one more is in its offing at Vellore), for observation and clinical study. Later, their suggestive treatments are followed in the Correctional Institutions as far as facilities and resources are available, and it invariably yields desirable results in most of the children. Cases of very difficult nature are transferred to the Bala Vihars for boys and girls in Madras, run by the Guild of Service and the Madras Rotary Club with financial aid from the State Government. These are certified Correctional Institutions for mentally retarded and deficient children whereat facilities for their psychiatric and shock treatments are provided.

The programme of training given to the State's pre-delinquent wards, comprising orphans and destitutes, in the private Approved Schools is almost similar in nature and objective to that obtaining in their Government counterparts; but, obviously the treatment-programme of non-delinquents is more facile and less strenuous. Further, these institutions being already ordinary boarding basic schools, the contact with normal children who are already there and who hail from good families exercises

salutary influence over the conduct and work of the State wards. In this particular aspect, the private Approved Schools are said to steal a march ahead of the Government ones.

As a result of these various phases of this modern psychological or scientific treatment given to the children of varied stages of delinquency in the Correctional Institutions, about sixty per cent of the delinquent children are satisfactorily reformed and rehabilitated while about eighty per cent of the pre-delinquents among the destitute and uncontrollable children are prevented successfully from developing personality and behavioural disorders. The relapses among the rehabilitated, according to the State Probation Officers, are few and therefore, the recidivists are fewer.

The traditional attitude towards the Correctional Institutions taking charge of juvenile delinquents and offenders was in the past very unhelpful and even prejudiced and obstructive. For, many believed that it was a criminal waste, or at any rate not a worthwhile proposition to run these re-conditioning centres especially when there was the colossal national responsibility of educating lakhs of normal children in the State and country, for which adequate funds were yet to be found ! They argued that the juvenile delinquent would never be wholly reformed and hence they doubted their successful rehabilitation in society. They were absolutely sceptic about the effectiveness of the institutionalisation of these children whom they looked upon as juvenile convicts and misfits in society. There were others who were vociferous in characterising the programme of institutionalisation of the juvenile delinquents as a mere mockery, and hence any amount spent on it was a huge drain on the citizens' purse. Compared to the population of normal children, they contended that the number of juvenile delinquents and youthful offenders constituted only a negligible percentage. Why, then, they asked, should separate institutions for these "never-do-well" youngsters be run and by citing some odd examples of relapses among the institutionalised children, they

even advocated their closure. The only effective way which might stand the "juvenile criminals" in good stead according to them, was to punish them deterrently, in detention centres. But, this age of contempt, scepticism and unhelpful attitude of a few reactionaries in our State and country has happily ended.

A new era, full of promises for hopeful reclamation and successful rehabilitation of the juvenile pre-delinquents and delinquents has now dawned. There is, of late, an increasing and favourable belief in the citizens and Government that the institutionalisation of juvenile delinquents and offenders is the only practical solution for juvenile delinquency. The society and State are aware that the Correctional Institutions alone can serve as the sign-posts to prevent thousands of vagrant children, with pre-delinquent traits, from becoming regular delinquents and to reclaim, reform and rehabilitate an equal number of them, already caught in the intricate web of unsocial and anti-social habits. In other words, they are satisfied that in the absence of good homes with enlightened and loving parents to take care not only of the up-bringing of the neglected children, but also of the correctional training of the delinquent ones, only institutional care and treatment can be a satisfactory substitute.

They fully agree with Tapper that "as good homes are essential for the up-bringing of normal children, good correctional institutions are necessary for the children who need homes and the homely care."

Just as even a drop of poison is enough to turn a pot of milk poisonous, they are convinced through experience that even a few juvenile delinquents, if left unnoticed and undetected in society, are enough to prove a menace to society, as they may join and swell the number of adult offenders. Hence they have come forward now to make earnest efforts to tackle the growing problem of juvenile delinquency by providing institutionalisation to the victims to it, which in its turn, they hope, may lead to the reformed children's re-assimilation in society.

Thus, institutionalisation, provided by the Care and Correctional Institutions in the country in general and in the Madras State in particular, occupies a very important and essential place in the preventive training and reformatory rehabilitation of pre-delinquents and delinquents, by safeguarding or correcting them, as the case may be ; it also effectively prevents the pre or potential delinquents from being victimised by juvenile delinquency, as well as saves the regular juvenile delinquents from relapses or recidivism. In short, institutionalisation helps the otherwise neglected and damaged children in their re-assimilation in society as normal and useful citizens, thereby avoiding the probable wastage of man-power and energy. Not only that—every child prevented or weaned from delinquency through institutionalisation is also to be reckoned as one more citizen regained for the future service of the country. Therefore, its contribution to the children's welfare in general and those

in need of care and correction* in particular cannot be ignored or over-estimated.

True, under several existing handicaps and due to lack of adequate financial resources, as well as dearth of trained personnel, institutionalisation, perhaps, may not yield cent per cent results, as may be expected of it, by the society or Government. But, there is no gainsaying the fact that for the present and many years to come, it cannot be replaced by a better or more satisfactory alternative in preventing or tackling the national problem of juvenile delinquency.

To conclude, let us remember that the Perfect Child has still to be born in the world and that even the Imperfect Child in question, in due course, through proper institutionalisation, may develop into a right type of man, as man himself has evolved from the brute ! Let us, therefore, with faith in God, serve and salute these future prodigies !

Minute Evidence Traps Burglar

Alertness during a crime scene search by an Agent of the Tennessee Bureau of Criminal Identification, Lawrenceburg, Tenn., and a Columbia, Tenn., Police Department Patrolman, resulted in the solution of a burglary case and successful prosecution of the burglar.

On March 7, 1959 an insurance company in Columbia was burglarised and approximately \$70 was taken from the safe. A piece of hard rubber substance about the size of a pea or small bean was found near the burglarised safe by the investigating officers during the crime scene search.

On March 8, 1959, Harold Douglas Church was arrested by the police in Columbia for driving while intoxicated and a search of his car revealed burglar tools, including a hard rubber mallet with a small piece missing from the mallet head. The piece of rubber substance found at the scene of the burglary appeared to fit the mallet head. The mallet and piece of rubber substance were submitted to the F.B.I. laboratory and a positive identification was made. The identification by the F.B.I. laboratory of the rubber substance as part of the burglar's rubber mallet was primarily responsible for the conviction of Church in State court on a burglary charge. He was sentenced to serve three to five years.

—F.B.I. Bulletin, April, 1960.

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THE PEDESTRIAN PROBLEM

BY

P. J. MANUEL,
(*Traffic Sergeant, Madurai City*)

Once there was a wise man who knew all the answers. Only one thing puzzled him. Why should a crab alone, of all God's creatures, move sideways and not forward. "Habit. Just Habit. Nothing more to it," decided the wise man. To prove it, he started teaching a crab—a young one—to go forward. His method was to grab the crab with his thumb and forefinger and gently force it to move forward. Patiently, he kept this up for several hours a day until the crab was nearly old. And yet, the moment he let go, the crab promptly moved sideways.

Pedestrians may remind you of crabs when you try to keep them on side-walks. But they are not crabs. They are human beings. If you have patience enough and if you try hard enough, you can teach them not only to keep to the side-walks but also to use the pedestrian crossings wisely.

If you are on Traffic Propaganda duty, and if it is your responsibility to ensure the safety of pedestrians, turn the mike 'On' full, use your most impressive line of talk and drive up and down a busy stretch of street until every pedestrian is safely on the side-walks. Then turn round the corner, shut off the mike, drive around the next street and come quietly back to the same street. What a sight!

You are lucky, if you are the kind that bursts out laughing on such occasions. Why, somehow there seem to be more pedestrians on the street now than before your "most impressive line of talk!"

It is the same with marked pedestrian crossings. You stand at an intersection and teach

pedestrians how to use the cross-walk for hours. Then step aside for a few minutes. When you come back, the pedestrians are everywhere except on the marked crossings.

To tackle such a difficult problem, planning in advance is essential. To solve any traffic problem, a practical method of approach is to keep in view the safety of all road users as the main object and to plan the Engineering, Educational and Enforcement details, in that order, consistent with available man-power and other resources.

An attempt is made here to show how this problem could be tackled, in stages, in towns with limited resources and man-power—where a traffic group centre under a sergeant or Sub-Inspector exists—*Vide* P.S.O. 854—exclusively for traffic control work.

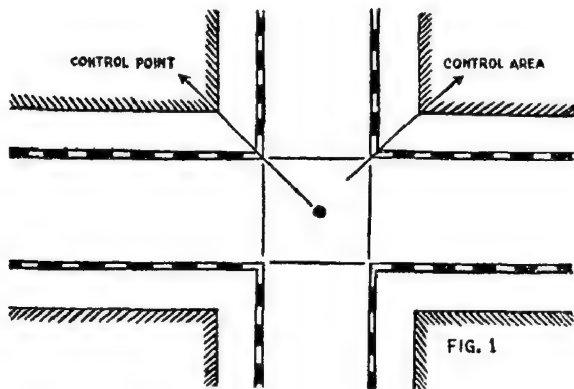
STAGE I

Clear the control area of pedestrians

The best place to start teaching pedestrians is a busy intersection. Watch pedestrian behaviour at a busy intersection in your town. They are all anxious to be safe. But they cross everywhere except where they should. They look wildly everywhere except where they should. A general tendency is to make a bee line for the Control Point, where the Traffic Constable stands, obviously sure of one safe place in the intersection. With the old fear of the police having disappeared, and rightly so, it is not uncommon for unsuspecting traffic constables on Point duty in small towns, to be taken by surprise by a village woman with a heavy basket on her head, coming from

behind and pushing away the extended left arm of the constable, with the admonition not to block her way! Most pedestrians believe that a Traffic Signal is meant only for vehicles on the road.

The control area, except for the four corners, is the most dangerous place for a pedestrian to be in. All around the traffic constable are "the points and areas of conflict", caused by the various turning movements of vehicles at the intersection. The first job of clearing the control area of pedestrians can be done easily. All that is required is to join the four corners of the intersection with a white line (See Fig. 1). For a start, even lime powder will do. Once the control area is thus marked, it is easy to tell pedestrians to stay outside the white lines. Additional man-power is not required. The constable on Point duty could be made to insist on this.

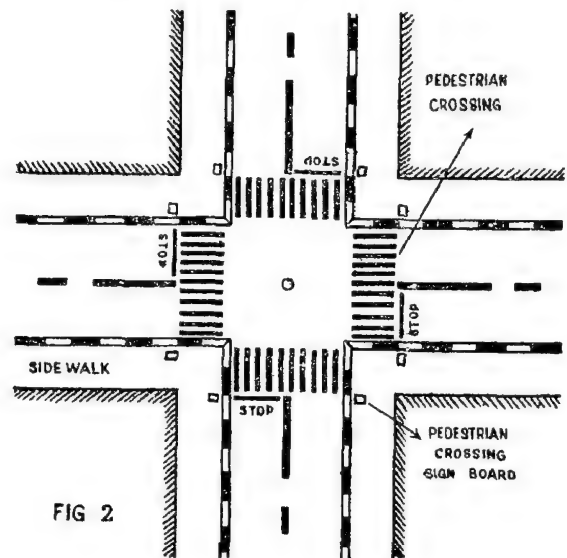


When sufficient experience has been gained at one inter-section, the system could be extended to all other intersections where regular beats are served. The markings could be made with Road Marking Paint. The lines should be 4" to 5" wide, in white or yellow on asphalt roads and in black in cement concrete surfaces.

STAGE II

The second stage requires quite a few Engineering facilities, and a few extra men. So, choose a single, busy, simple intersection and concentrate all your efforts there.

(1) *Paint*: First of all mark the Pedestrian Crossings. (See Fig. 2) Zebra Crossings are better as they could be seen easily by motorists. Then mark the stop line for vehicles and the centre markings on the approach roads to the intersection. Centre lines should be 4" to 5" wide and unbroken for 100 feet from the intersection—to prohibit crossing of line—and then consist of lines from 4" to 5" wide with 3 feet mark and 9 feet gap. (For complete details see the Madras Highways Manual, Vol. III, Chapter 'M' on 'Markings'.)



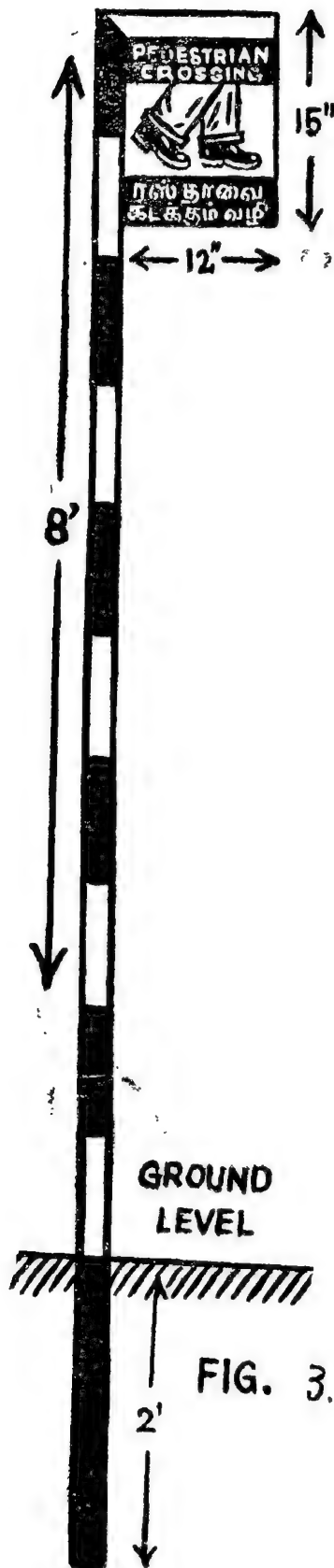
Note.—Depending on availability the following paints could be used for Markings.

(1) Road Marking Paint (Approximate price Rs. 50 per gallon).

(2) Plastic Emulsion Paint (Approximate price Rs. 50 per gallon).

(3) Spirit-based Marking Paint (Approximate price Rs. 25 per gallon). Covering capacity for all the paints is the same—230 square feet per gallon on asphalt surface. All are quick drying. Durability under different weather and traffic conditions has not been determined yet.

Expenditure on account of Road Markings should be debited to "12 Taxes on vehicles—d. other charges", vide G.O. Ms. No. 246, Home, Government of Madras, dated 28th



January 1959, issued with the concurrence of the Finance Department, vide their U.O. No. 4934/EB/59-1, dated 24th January 1959, communicated in Chief Office F.O.C. No. A.I. 282/59, dated 9th February 1959.

(2) Regulation Work

(A) Pedestrian : When the markings are ready, draw every spare man available in the Traffic Section for Pedestrian Regulation duties at the intersection. If necessary, request the assistance of "May-I-help-you" squads, Law and Order Patrols and even Armed Reserve men. But the men on duty should not be armed. The services of Social Welfare organisations could also be availed of.

Try to keep every pedestrian in sight on the side-walks and make them cross the Road only at the marked crossings. Make it a sustained effort, without break, for several weeks at a stretch until every pedestrian in the area gets used to the idea.

(B) Motorists : Simultaneously, teach motorists to respect pedestrian crossings. They must not be allowed to stop blocking the cross-walks. Crawling of motorists in anticipation of a change of signals and thus often forcing the constable to reverse his signals, should be put down firmly. They should be made to realise that the painted Stop Line is not a Police fad. After sufficient warnings, a few prosecutions under Rule No. 448 of the Madras Motor Vehicles Rules, for ignoring a Stop Sign painted on Road Surface, will put an end to the practice.

(3) Sign-boards : While this is being done, arrange to have proper sign-boards erected to mark the cross-walks (See Fig. 3). The approximate cost of a Traffic Sign-board is fixed at Rs. 45 by the State Transport Authority (For details contact the local R.T.O. and see Highways Manual, Vol. III, Chapters M, I, J, K & L).

Note.—Expenditure on this account should be debited to "29 Police—C. Dt. Exe. Force—A Dt. Police—6. other charges—Miscellaneous." vide G.O. No. Ms. 246/59, quoted elsewhere.

(4) *Guard-Rails* : Then make arrangements for the provision of guard-rails at the intersection. The local municipality may be persuaded to do this. A simple reinforced concrete job is all that is required. Although pedestrians should learn to stay on side-walks without being fenced in, guard-rails, in the initial stages, will save man-power otherwise required to control the pedestrians.

(5) *Lights* : The next step is to see that the cross-walks are brightly lit (For details see Highways Manual, Vol. III, Chapter Q on Street and Highway Lighting).

(6) *Refuge Island* : The final touch is the provision of a pedestrian Refuge Island. As a temporary measure, place two painted drums in the middle of the road on either side of the cross-walk. This prohibits overtaking at the point. The pedestrian need only watch Traffic in one direction at a time. He is safe and above all he *feels* safe. This encourages him to choose the cross-walk of his own free will.

By the time all these facilities are provided it will be seen that the number of men required to control the pedestrians at the intersection has decreased steadily. After 8 to 12 weeks time, the Point duty constable is able to manage without any additional help.

At this stage it can be observed that the pedestrian, forced on to the side-walk at the intersection, remains on the side-walk until he runs into an obstruction and wanders on to the Road again.

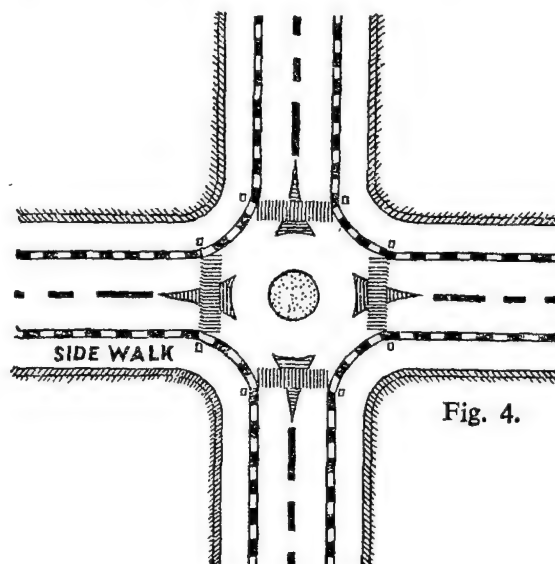
STAGE III

The next step is obvious. Choose the very next intersection and go through the same procedure. With the experience already gained, it will be easier this time. With both intersections under control, it will be easy to clear the connecting road of all pedestrians and to keep it clear. This may be only a tiny bit of the total road mileage in the town, but it is the training ground for the entire population of the town. So keep a careful watch over this place.

STAGE IV

The next move should be to different parts of the town and to different types of cross-walks.

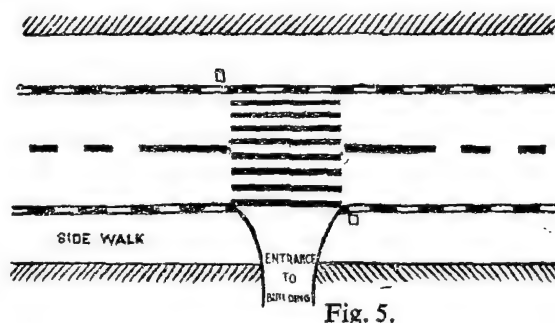
(1) Select a bell-mouthed intersection. Pedestrian crossings here should be away from the mouth. If there is a rotary movement



island at the intersection, mark the cross-walk through the median divider (See Fig. 4), thus using the divider as a Pedestrian Refuge Island also.

(2) Select different types of intersections and mark the Pedestrian crossings.

(3) Select a School, a Hospital, a Post Office and a Bank and mark out pedestrian crossings in front of them (See Fig. 5). This



is easy work as the hours of business are limited and the co-operation of the staff of the institution could be enlisted. Only paint is required. There is no need for guard-rails or special lighting arrangements.

(4) Roads in front of Bus Stands and Railway Stations are good training grounds for Pedestrians.

(5) Special occasions like Exhibitions are golden opportunities to reach pedestrians to use cross-walks wisely.

(6) Routine Traffic Education work through propaganda, cinema slides, posters and banners, exhibitions, film shows, etc., should be intensified.

STAGE V

The last stage is enforcement. A few prosecutions under Rule 44 M.T.R. will do a lot of good. Care should however be taken not to prosecute strangers to the Town.

Training

To carry out all this, a sound training of the Traffic Staff is essential. The Traffic constable on duty at a pedestrian crossing should stand in the middle of the road, near the cross-walk. He should not disturb the flow of vehicular traffic normally. When there is a break in the flow, he should wave on the pedestrians. He should encourage pedestrians to watch for such a break and start across by themselves. He should teach them to stand still in the middle of the Road, before attempting to cross the remaining half of the road. In fact, he should

teach them to cross safely without the aid of a Police Officer.

He should be polite, cheerful and pleasant. Snapping at a family on a week-end outing, could spoil the entire evening for them. **If handled properly, this is one police job which could yield a rich harvest of much needed public goodwill for the entire force.**

When you have done all this over a period of several months, in addition to writing diaries, keeping up statistics, attending to bandobust, etc., you will be surprised to find one day, that about 5% of the population of your Town *always* use side-walks and marked cross-walks ! This is not as bad as it sounds. A beginning has been made in the right direction. The ice has been broken. The hardest part of the work is over. The next 10% will be hard too. But as more and more progress is made, it will become less and less difficult.

At first, both pedestrians and motorists will resent being disciplined. But soon, the pedestrian will realise the advantages of a properly marked pedestrian crossing. The motorist will know that to respect pedestrian crossings is to keep pedestrians off the road at all other places.

When the first batch of petitions arrive, requesting pedestrian crossing facilities, you can be sure that your efforts have not been in vain.

Microbiologist Assists in the detection of a Cattle Stealing Offence

The microbiological examination of blood and hair in a recent case of theft of a steer provided evidence refuting a statement made by the offender that the matter found on the back of his motor lorry had originated from a kangaroo he had shot and thrown on to the back of his lorry.

Police inquiries into the reported theft of the beast from a paddock adjoining a main road in a county district showed that the beast had been killed near the paddock fence and had been placed on a dual wheel vehicle that had been parked close to the fence.

A suspect, who owned a dual wheel motor lorry, denied the offence and explained the presence of bloodstains and hair on the back of the lorry as having come from a kangaroo.

The microbiologist's examination of the bloodstains and hair showed that they were of bovine origin.

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PERSONNEL MANAGEMENT AND THE POLICE SERVICE

BY

L. JAMES, B.A., LL.B.

(Chief of Police, Eastern Area, British Transport Commission)

"A man's work is the mirror in which he shows his portrait."—Goethe.

WORK is not an end in itself, but a means to an end. The immediate time of working may be the purely economic one of securing a livelihood, but whether a man finds contentment in the work he has chosen depends essentially on his inmost needs and on the measure in which those needs are met in his working life. There is indeed a close relationship between work and personality, and police work is no different in this respect from any other kind of work, except that it offers those whose needs are projected on the lofty plane of social service a richer reward than do many other walks of life. It also offers a rare decree of women interest, a front seat in the drama of every-day life stimulating comradeship, and spice of real adventure. For those who win promotion there is also the satisfaction which comes from exercising leadership and carrying responsibility in a vitally important field of social administration.

All work must first and foremost provide a sense of fulfilment. With the simple craftsman this may be no more than pride in the furnished object; with the manager of a large business it may spring from the creation and direction of a smooth and efficient organisation. But police work has this characteristic, that it does not present to the individual operative any readily perceived end-product. To say that the police officer, whether employed in a preventive or detective role, is to find satisfaction in the number of offences he reports or

the number of criminals he arrests is to direct attention to incidentals instead of fundamentals. The ultimate aim of all soundly conceived police work is public tranquility. It follows, therefore, that if a police officer is to derive a proper sense of fulfilment from his work he must acknowledge this higher aim, and his Chief Officer must contrive to keep him at all times conscious of it and foster his pride in making his personal contribution to the well-being of the community, however dull and insignificant that contribution at times may seem.

This imposes a duty upon Chief Officer of Police to educate his men on the general policy of the force, to interpret criminal, road traffic and other relevant statistics in terms of social progress or regression, and to relate the work of the individual officer to the current plan of action. It implies frequent consultations between the Chief Officer and his Divisional Superintendents, between Superintendents and their Inspectors, and between Inspectors and Sergeants and Constables. It necessitates regular and systematic dissemination of information concerning the work and achievements of the force so that every man will be conscious of his contribution to the grand design, every man instilled with *esprit de corps*, and every man intensely proud of his association with the Service to which he belongs.

Unfortunately, by its nature police work must be fairly narrowly restricted by rules and regulations. Human fallibility requires that routine preventive police patrolling shall be

performed under disciplined conditions, and C.I.D. work, if freer by nature, must be properly supervised. Nevertheless, in spite of these restrictions, there is considerable scope for the proficient and conscientious policeman to exercise his initiative, and much has been done in recent years to increase that scope.

In industry, factors which increase the mental and physical output of operatives are referred to as incentives and those which discourage output as disincentives. Of these two groups of factors the most decisive are as follows :—

Incentives

- (a) The financial incentive.
- (b) The opportunity to win recognition of one's capacity and therefore to satisfy one's self-esteem.
- (c) The opportunity to make a personal contribution to the work in hand and to co-operate in the organisation as a whole.

Disincentives

- (a) Too frequent changes of operation.
- (b) Insecurity of employment.
- (c) Distasteful surroundings.
- (d) Fatigue.
- (e) Monotony.

Since the administration of a Police Force demands the intelligent management of trained personnel, it will not be surprising if we find that these incentives and disincentives play a dominant part. Let us examine them in turn with this consideration in mind.

The financial incentive

Though man may not live by bread alone, no employer can afford to disregard the financial incentive in attracting and retaining an efficient and contented staff. The weekly pay-packet may not be the only consideration, but it is a weighty one. Every man is acutely conscious of his position in the social hierarchy, and keeping up with the Joneses in no imaginary struggle. Happily, the policy with police rates of pay has been to recognise the police officer's position in the community and to demonstrate in a

tangible way that, while he is the representative of the people in matters of law enforcement, he is also their acknowledged adviser and protector in their day-to-day social activities. Post-War economic conditions have disturbed the establish ratio between police and other rates of pay, but there is good reason to believe that the authorities concerned are alive to the need for a further readjustment, so that no policeman need fear invidious comparison with the man in the street, nor any senior officer feel unable to meet men of comparable professional status without loss of face.

The opportunity to win recognition

Police service today calls for a multiplicity of skills, and there are few human aptitudes which will not find an eventual outlet in one or other of the branches of a modern Police Force. The man with a flair for science may find his forte in the fingerprint or photographic branch of the C.I.D. the man with a mechanical inclination in the mobile section of the force, the man with a clerical bent in the headquarters office. But not every officer will be able to specialise and a large proportion of the members of any force must find satisfaction in the patrol work which constitutes the basis of every police organisation. This work calls for conscientiousness, moral integrity, self-discipline, physical endurance, alertness, powers of observation and a sympathetic interest in one's fellowmen. It is thus, mentally and physically, a highly exacting type of work.

The question we have to ask ourselves, however, is whether everything possible is done to recognise the individual police officer's efforts and to distinguish the first-class performance from the second-rate. It is perhaps one of the shortcomings of the police service today that little or no attempt has yet been made to present graphically the achievement of the individual officer in keeping his beat well ordered and free from preventable crime. To evaluate the preventive officer's efficiency, in terms of prosecutions initiated is to ignore much valuable work. As conscientious

patrolling must inevitably discourage offences, the more conscientiously an officer performs his duty the less likely is he to secure the detections by which his efficiency might otherwise be measured. This can lead to frustration and bitterness among the conscientious and encourage officers to colour a competent though unrelieved performance with a few officious and avoidable prosecutions. The answer to this problem, we suggest, is a more lively appreciation by Sergeants and Inspectors of diligent preventive patrolling, a sharper discrimination between the work of different officers and a more outspoken recognition of conscientious work.

Promotion and proficiency allowances offer opportunities for winning personal recognition in a tangible form, but it is not possible for all to obtain promotion and proficiency allowances are rather a reward for long and faithful service than a recognition of a day-to-day diligence. The need is for a continuous and more actual appraisal, and an effort to bring home that appraisal to those who are deserving of approbation. It is not sufficient that those who clearly fall short of a minimum standard of efficiency should be disciplined. Discipline is a negative form of encouragement, and a formal and regulated disciplinary machine, while it is a protection against arbitrary and oppressive control, tends to be even more negative than a purely personal and unconventional system of correction. The larger and more regulated an organisation becomes, the greater the need for humanising elements in its management, and a highly formalised code of discipline needs to be balanced by a ready recognition of work well done.

A perennial problem of police administration is the question of accelerated promotion for outstanding officers. Only experience in the context of a more stable labour market will show whether present conditions of service will attract to the Police Force its share of the best brains of the country. The Police Force manifestly cannot afford to deprive itself of a leavening of university, grammar school and

public school men, and, while it may be right and proper to insist on all police officers starting at the bottom rung of the ladder, it should be possible to devise a system of rapid promotion for the exceptional young man which will be free of any suspicion of nepotism. If the Hendon system was thought by some to be reactionary, the Ryton system may be considered insufficiently progressive and selective in an age of keen intellectual competition. Even the potentially brilliant will not strive to shine if there are no exceptional stars in the constellation with which to vie. If service for a number of years as a Constable, Sergeant and Inspector will not attract the potential Chief Constable, a way must be found which will still ensure equality of consideration to the Force as a whole.

The opportunity to make a personal contribution and to co-operate

The mainspring of a high morale, whether in the workshop or on a battle-field, is a sense of belonging to the organisation concerned. *Esprit de corps* is no more and no less than that. The organisation with the highest morale will be the one which calls forth the greatest degree of loyalty and affection, the strongest sense of unity. Not unexpectedly, those who belong to organisations with a high morale derive the greatest personal satisfaction from their work. How then are we to stimulate this sense of belonging ?

Belonging to an organisation implies participation as a thinking human being. Use a man as an impersonal and insignificant cog in a vast machine and his feeling for the organisation will be correspondingly uninterested. Fix the bare time-limits of a policeman's duty and leave him to his own devices and he will sooner or later become a bored clock-watcher.

Intelligent, interested and enthusiastic police work necessitates frequent contact between officers and men, constant guidance and encouragements, in short sympathetic supervision, supervision which is applied with the narrow object only of detecting breaches of discipline

is not sufficient. There must be a sustained effort to stimulate interest and prevent officers falling into a rut, and supervisory officers must have the technical proficiency necessary to instil confidence in their subordinates, the ability to give a lead and the will to set a sincere personal example. Above all, they must have time from their office desks to visit the men "on the job." Office-chair management is the bane of present-day staff relations. Operatives in any organisation have a psychological need, if not a moral right, to see the man who demands their loyalty.

Another indispensable means of holding a police force together is the regular dissemination of information, whether it concerns the work of the force or its social and sporting activities. The officer performing duty at an isolated and distant point is in even greater need of news of his force than officers serving at the central headquarters. Routine police orders normally give details of official changes in personnel, promotions, transfers, commendations, etc., but information regarding social and sporting activities should likewise be circulated for publication in the parade book of each police office. A force magazine can also make a vigorous contribution to its sense of unity. In this respect some United Kingdom Forces might learn from the Dominion and Colonial Services.

A more difficult problem is to decide to what extent the members of a force can be consulted on its own management. Joint consultation is now a *sine qua non* in industrial management, but there are clearly limits of the extension of this practice, to a disciplined organisation. There seems to be no reason, however, why consultative or advisory committees should not be set up at different organisational level in a police force, provided that there are clearly prescribed terms of reference and any tendency to undermine discipline is firmly discountenanced. Representative committees to consider means of preventing crime have been tried with success in some forces and there may be room for further development on these lines generally. The

Report of the Committee of the Police Council, on Police Representative Organisations and Negotiating Machinery (1952), it will be recalled, recommended that the representative organisations of the police to be constituted to consider and bring to notice all matters affecting the welfare and efficiency of their members, other than questions of promotion and discipline affecting individuals.

Another essential of effective co-operation is the promulgation of clear and precise instructions. To issue orders involve a heavier burden of responsibility than to obey them and nothing is more prejudicial to concerted action than vague instructions which leave an unreasonable margin of discretion to the subordinate. Police duty, hedged as it is by legal niceties, lends itself to ambiguous directions, and great care, professional skill and administrative resoluteness may sometimes be required in framing a particular order. Two indispensable qualities in a successful administrator are forthrightness and the will to accept full responsibility for the orders he has given.

A word finally on inter-departmental relations. A pre-requisite of co-operation is unanimity in the pursuit of objects and ideals. In a police force, this implies complete confidence and reciprocity of views between its different branches. In the smaller forces this is usually achieved without difficulty but in the larger forces, there is a danger of over-specialisation and insularity, particularly as between the uniformed branch and the C.I.D. A measure of rivalry is healthy, but, if different branches should divide their ways and become inspired by a different ethic, the prospect of real co-operation and *esprit de corps* will then be remote. The force would ultimately be divided on an issue of principle and its solidarity seriously undermined. It may be that more interchange between departments is necessary to discourage any tendency of this sort. But those in ultimate command of our police forces must be vigilant in detecting any conflict of principle and outspoken in suppressing it. This is an aspect of

police force management which cannot be ignored.

Too frequent change of operation

We come now to the first of our disincentives. Skill in any walk of life involves practice, and practice implies continual application over a period of time. It is discouraging and unsettling to the individual operative if he is too quickly moved from one type of work to another. This holds good also in police work. Familiarity with a given neighbourhood, local contacts and local knowledge can only be acquired by degrees and no officer can give of his best if he is moved frequently from one type of work to another from one district to another or from one department to another. It may be necessary to transfer him from time to time to sustain his interest or for other sound administrative reasons, but the number of such transfers must be kept to a minimum.

Quite apart from the question of acquiring skill and self-confidence, a man is quick to suspect that he is being "pushed around," and he resents a process which apparently undervalues the work he is doing and destroys his self-esteem. A transfer may also mean a quite serious domestic dislocation, an unwanted change of address and change of schools for children at a critical stage of their education even financial hardship. Whenever a transfer is made, therefore, the officer should be told the reason for it, whether it be in his own interest or that of the force as a whole.

Insecurity of employment

This is a disincentive in industry which happily has no application to police work. Ironically, it is the very opposite which affects us, for it seems that complete security of employment in the police service can induce an attitude of indifference, especially among those who can no longer hope for promotion. There are new services offering security of employment which are not embarrassed by this problem of dead wood, the presence, that is to say of a number of disgruntled or uninterested employees whose sole concern is to avoid effort and

complete their service with as little personal inconvenience as possible. Police forces are no exception.

It would be well, however, not to be too hasty in our judgment, for many cases of this type will be found to respond to sympathetic treatment and the fact that men can find a rut to stick in may be a criticism of the force concerned. Perhaps, inadequate training has led to a state of nervousness and indecision and a system of refresher courses is needed. Perhaps an officer has been left too long on a particularly tedious form of duty. Perhaps, supervision has been lacking in quantity or quality. The first step is to determine the cause of the loss of interest and then to apply the appropriate remedy.

Distasteful surroundings

The question of surroundings in industry is concerned with such humdrum matters as lighting, heating, ventilation, colour, design, cleanliness, canteen facilities, and lavatory accommodation. These considerations do not arise in connection with police duty except in so far as the design of police stations and officers' living accommodation can be set to affect police work. In this respect, the new class of police stations springing up in this country has shown a marked advance on the pre-First World War model and is a tribute to its designers. To Lord Trenchard we owe the revolutionary improvements in section houses in London, and married Officers' houses now being built throughout the United Kingdom leave nothing to be desired. Functionally and aesthetically, all these police buildings play their part in creating an efficient and contented service, and the principle which they exemplify of providing proper police accommodation is now recognised and followed throughout the Commonwealth.

But the main part of police work is not performed inside buildings but in towns and countryside, over mountains and deserts, among mean slum property and in pleasant residential areas, in busy ports and railway centres and at lonely frontier posts. Over his working

environment, the police officer has no control and he must take the scene of his duties as he finds it. Sometimes the nature of the duty to be performed compensates for the drabness of the area and individual officers vary in the interest which they can derive from a particular district, but those who control postings must bear all these considerations in mind and distribute their personnel to the best advantage. Not infrequently it will be found that the interest of the man coincides with the interest of the service, and, even where some postings are inevitably unpopular, men will accept them philosophically provided that the system of restoring duties is manifestly fair and equitable.

Fatigue

Four forms of industrial fatigue have been identified, namely, (1) fatigue resulting from a sudden output of energy, (2) fatigue resulting from depletion of bodily fuel, (3) fatigue from hot and heavy work and (4) nervous fatigue, which may be due to nervous tension, monotony, vocational maladjustment, movement contrary to the natural rhythm of the body, concentration of attention over a long period, or discomfort due to surrounding circumstances. Susceptibility to fatigue, like susceptibility to monotony, varies from individual to individual, but police work is capable of inducing fatigue of all types and particularly, the third and fourth.

Research into the causes and cure of industrial fatigue shows that if steps are not taken to provide the rest pauses for which the particular effort calls, operatives will find opportunities for taking rest in irregular and wasteful ways. It has also been discovered that if rest pauses are associated with the opportunity to take refreshments they serve to new physical and mental energy.

Police regulations at present provide for a single refreshment period in a tour of eight hours' duty, but there is a tendency to connive at an additional irregular "tea break," provided the privilege is not abused. Whether police efficiency would be increased and the

service made more attractive if an additional regular break were authorised is therefore a question deserving careful examination. If two authorised breaks would increase efficiency and contentment, it would be wiser to introduce them than to invite indiscipline by conniving at irregular breaks.

Monotony

Monotony, it must be emphasised, is not an attribute of work, but a reaction of the individual to it. Not every person will experience a feeling of boredom when doing a particular piece of repetitive work. It depends upon the susceptibilities of the person concerned. Generally speaking, it is true to say that the more intelligent persons will be most bored with a repetitive job, but many persons fall quickly into motor habits, which leave the mind free to indulge in reverie or day dreaming, and do not suffer from the symptoms of boredom to any extent.

Uniformed preventive police patrolling, particularly when restricted to short patrol in depressing surroundings, is potentially boring, and since effective police patrolling presupposes a lively attention to detail it cannot permit the reverie and mind-wandering tolerated in repetitive machine work. Many officers are nevertheless afflicted by boredom and find it extremely difficult to sustain continued attentiveness. In this state, their effectiveness as police officers is seriously impaired and they incline towards that unpleasant emotional state in which minor unfavourable element associated with police duty are exaggerated and the feeling of discontent is still further intensified. Such men can have a disastrous effect on the tone of a station.

Vocational guidance would probably favour the recruitment of police officers, with extrovert rather than introvert dispositions, since the former are more likely to discover sufficient variety in their duty to enliven it and keep boredom at bay. But even assuming moderately well-adjusted police personnel, steps to allay boredom and promote interest and

attentiveness should be the constant pre-occupation of every progressive Chief Officer.

One of the most successful measures introduced of recent years with the object of enlivening police duty has been the team system of policing. There is no doubt that boredom is reduced when men work together in small groups and pool their enthusiasm. Even conversation is a definite antidote to boredom and, if "gossiping" between police officers can be regularised and controlled as in the team system, the result may be increased interest and efficiency. Another obvious remedy for boredom is change of scene and duty. The smaller and more restricted a patrol, the greater is the danger of monotony and the greater the need for change.

Still another antidote is increased responsibility. Beat work organised on a shift basis, in which men succeed each other at eight hourly intervals, will be potentially more monotonous than beat work organised on a discretionary and territorial basis. In which one man accepts a 25 hour responsibility for a particular area, e.g., a country village. Unfortunately, urban policing requirements do not lend themselves to this discretionary system of patrolling, but it should not lightly be abandoned in less congested areas.

Need for Refresher Course

Lack of interest, producing boredom, can also arise from reduced proficiency. An officer who has lost confidence in his ability to cope with the normal incidents of his duty will consciously or unconsciously close his eyes to those matters which would otherwise colour his day's work. It is important, therefore, that men applying a wide and frequently changing body of law and procedure should be given proper and regular instruction by way of refresher courses. Revision is particularly necessary when an officer is transferred after a long period from a specialised branch of police work to general duties.

The art of successful personnel management

It will be seen that some of the incentives and disincentives we have discussed are mutually

incompatible. A police officer's need for variety in his duty may conflict with his need for experience in his present posting or his domestic and personal convenience. A chief officer may consider certain administrative changes desirable in the interests of efficiency, but may find that the staff required to implement the scheme are unsympathetic towards it or insufficiently trained. Thus in applying incentives and inhibiting disincentives there is a continuous process of adjustment or compromise. Finesse in executing this process is the art of successful personnel management and the test of the able administrator. A good administrator sees the whole field of his command as a single integrated pattern. He sets himself an ideal of smooth organisation leading to the ultimate object which he has in view. Since a Chief Officer's organisation depends substantially on the individual performance of the various members of his establishment, the proper direction of his personnel is an essential part of his plan.

Many of the principles of personnel management are applied consciously or unconsciously in the day-to-day administration of the police, but there are signs that this haphazard application of its principles is not sufficient to create an attractive service, to draw recruits and retain them. The chief officer of today needs more than a nodding acquaintance with the principles of personnel management and one or other of his assistants may well need to specialise in this art and assume similar responsibilities to those discharged by personnel managers in large commercial undertakings. Lectures in personnel management could form a useful part of any senior police officer's training course, and ability as a personnel manager should be an indispensable qualification in any senior police appointment.

Police work is not just a succession of high adventures. It must draw its strength from something deeper than the glamour of the detective novel and the excitement of the cinema thriller. It is essentially a job which must turn into a vocation, and the problem

which besets us all today is to keep alive the spirit of vocation in a world of changing values. It is here that the principles discussed above may perhaps be of some assistance. We must aim, each one of us, at creating a healthy working atmosphere in the force to

which we belong, in promoting loyalty and discouraging cynicism. We must aim at creating a police force in which the conditions of service are as happy, stimulating and satisfying as the application of enlightened personnel management can make them.

Barefoot Burglar Leaves his "Card"

Some time during the night of June 14, 1959 a restaurant in a large southern city was entered and burgled. Entry was gained by breaking a large plate glass window—valued at \$300—located at the rear of the building.

Detectives checking the premises discovered that the burglar had stolen a radio, cigarettes, two hams and a small amount of money from a cigarette machine. Widespread damage was done by the intruder who used a meat cleaver to batter down doors and furnishings and to cut large holes in the plaster of the walls.

An Identification Officer of the local police department attempted to raise latent finger-prints around the point of entry and on portions of the broken window, but without success. However, a large portion of the glass had fallen unbroken inside the restaurant and on dusting this glass for prints, the officer lifted what were obviously two footprints and a toeprint.

After obtaining these latent footprints, suspicions were directed toward a youth who had been known to go barefooted a large part of the time and who had been previously identified as a perpetrator of similar incidents in which widespread damage had been done to the interior of the buildings, although only items of small value had been taken. In these cases, the 17-year-old boy had removed his shoes and placed his socks on his hands in order to prevent leaving incriminating fingerprints.

The youth was arrested by detectives several days later on a vagrancy and investigation charge, at which time prints of his feet and toes were taken and forwarded to the Latent Fingerprint Section of the F.B.I. Identification Division. With these were included the latent footprints lifted at the scene of the burglary for comparison.

F.B.I. Fingerprint Examiners, upon completion of their analysis of the suspect's foot impressions, found that one latent footprint was identical with the left footprint of the suspect and the other latent footprint was identical with his right footprint. The toeprint was found to be identical with the right great toe impression of the same individual. Testimony to this effect was presented by the Fingerprint Examiner at the trial of the suspect. He was found guilty and sentenced to three years' imprisonment.

THE ASSESSMENT OF BLOODSTAINS

BY

C. R. CUTHBERT

(Former Superintendent of the Metropolitan Police Laboratory, London)

It is hard to imagine that 25 years ago blood grouping in relation to crime investigation was unknown, yet today such tests are undertaken as a matter of routine. At first relatively large quantities of blood were required to undertake the tests, but now it is possible to group extremely small amounts of dried blood.

But the weight of evidence which is deduced from such stains must naturally depend on the chain of circumstances surrounding each case. Serological research has uncovered much of the complexity of the subject, but it can never be said that a particular bloodstain came from a certain source. It may be possible to say it could have come from such a source, or in some cases, often much more important, that the blood did not come from the source claimed.

Not always red

Search for bloodstains is by no means as easy as it sounds, for they are not always the familiar red colour one expects. For instance, blood on leather quickly turns black or brown and the colouration of blood spots on walls often bears no relation to the normal colour of blood, due to the dyes in wallpapers. Again, on very dark brown paintwork, bloodstains are almost invisible. Blood also changes colour with age, owing to the conversion of the blood pigment, haemoglobin, into methaemoglobin and haematin.

It has been found, over and over again, that some bloodstains which are invisible in ordinary daylight can be seen by using artificial light, while some even require ultra-violet light to make them visible.

Examination

Blood has to be looked for in the most unlikely places, under the edges of tables, under drawers of tables, in sinks and bath waste-pipes. As for the suspect, his finger

nails often repay scraping with new orange sticks, using a separate stick for each finger. Each stick as used is put into a cellophane container which is then sealed and suitably marked to show from which finger the scrapings were taken. This is most important, as examination may show that some finger nails were bloodstained while others were not.

As a general rule, police officers do not remove bloodstains themselves, but take the objects suspected of bearing bloodstains to the expert. If this cannot be done, then the scientist goes to the scene of crime. The examination of a suspected bloodstain falls under three headings :

- (1) Is the stain blood?
- (2) If the stain is blood, is it human or animal, and if animal, from what type of animal did it come?
- (3) If the stain is human blood, what is the group?

The grouping of bloodstains depends on the same principles as applied to blood typing for medical and surgical purposes but the process is more complicated as, in criminal investigation cases, the blood to be typed is usually in the form of a dry stain and is sometimes extremely small in size and often quite old.

A difficult case

Cases can be very difficult where more than one type of blood is involved. Such a case was submitted for examination by the Police of East Sussex, England. Two elderly ladies living in a small country cottage were asked by a man to accommodate him for the night. The stranger said he had come to the district in connection with a cable-laying scheme. As certain cable work was taking place in the district, the elderly ladies accepted the man's story as genuine, and, although they did not

normally take lodgers, they invited him into their bungalow as he said he had tried without success to get accommodation elsewhere.

The man stayed one night and by the following day he had made up his mind that these two refined old ladies were wealthy and that they probably had a good deal of money concealed on the premises. He therefore asked to be allowed to stay another night, with one object only in his mind, to find the money and make away with it.

As soon as he thought the sisters were asleep, the man started his search, but, despite the fact that he was working in stockinged feet, he awakened one of his hostesses. The man attacked the old lady with a large box opener. Her screams awakened her sister, who immediately rushed to her aid. This gallant old lady picked up a poker and, before being beaten to the ground herself, she managed to aim a blow at her attacker's forehead, causing blood to run freely down his face.

The man absconded, leaving the two elderly ladies unconscious and gravely injured, and so they remained until daybreak when a tradesman found them. On admission to hospital it was found that both women had fractured skulls, and neither was in any condition to make statements.

Lift in a lorry

The wanted man had obtained a lift in a lorry to London. The lorry driver noted and commented upon the fact that his passenger had an injury to his forehead which was bleeding freely during the entire journey. The man said he had been standing in the road and had tried to obtain a lift in a car, but the driver had not stopped and he had been struck by the vehicle before he could jump clear. The lorry driver was taken to New Scotland Yard, where he was able to identify his passenger from photographs he was shown. The wanted man, was well known to the police, and it was not long before he was located.

The clothes of this man were sent for laboratory examination, together with the blood-stained nightdresses of the elderly ladies. Samples of blood were also obtained from the

hospital to which the two ladies were taken. The nightdresses were labelled "Miss J" and "Miss C", and the suspect's clothing was also labelled.

Blood on the clothes

"Miss J's" blood group was O and "Miss C's" blood group was A. The suspect's blood was group AB. The laboratory had, therefore, an almost unique type of case from the blood grouping standpoint. Both victims' blood groups were of the more common types, as Blood Group O occurs in roughly 45 per cent, of the white races while Group A occurs in about 40 per cent. The suspect's groups, however, being AB, represent somewhere about four per cent of the population and is the rarest group of all.

"Miss J" was attacked first and her nightgown showed heavy blood-staining around the neck and midline of the back. All the blood-staining was of blood Group O, therefore it was all from her own injuries.

"Miss C's" nightgown showed bloodstains on the bottom hem which were Blood Group O and were caused quite obviously by her nightdress dragging on the floor and coming in contact with her sister's blood. Around the neck and running down the front of the garment were heavy bloodstains. These were Group A, and as this lady had a fractured nose, it was obviously her own blood. Her nightgown had long sleeves and from the wrist to shoulder of the left sleeve it was speckled with blood—the group being AB. Obviously, this was the attacker's blood caused when "Miss C"—incidentally a left-handed person—rushed bravely at her sister's attacker and struck him with the poker.

Both O and A types of blood were found on the suspect's jacket together with blood AB from his own injury. A bloodstained box opener containing both O and A bloodstains was found in the garden of the bungalow, while the poker gave reactions to blood Group AB. The suspect was convicted and sentenced to 15 years. Thus almost a complete picture of what had happened was shown by blood group technique.



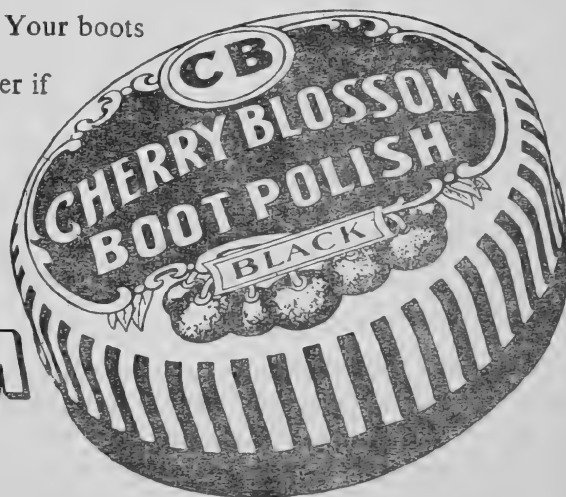
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THE CASE FOR NEPOTISM

BY

N. K.

There has been of late far too much talk of nepotism, and what gets me is the contemptuous manner in which it is referred to. A great deal of mischief has been done I think, by the dictionaries which define it as "undue patronage of one's own relations." Any thinking person will readily see how this definition stands condemned by its own self-contradiction. I crave permission to tear this definition to pieces, for the sooner this is done, the better for everyone.

Back in the Garden of Eden, Adam plucked the apple and gave it to Eve, but not to the serpent. Was that nepotism? When Noah announced the terms of admission into his Ark the horse brought besides his mare, his first cousin the mule and his second cousin the ass. Was this nepotism? If your house can accommodate six, and you ensure that the persons who comprise the six are yourself, your wife and your four children, to the exclusion of several others who would like to get into the house, are you guilty of nepotism? If one is fair and gives due consideration to one's relations, is one nepotic, or is one a nepot? Believe me, the way the word is indiscriminately bandied about, makes me sick.

Let me state my views straightaway. I strongly hold that nepotism is good, and nepotism comes naturally to every one. What do the dictionaries mean by "undue patronage of relations?" Patronage is certainly the rightful *due* of every relation. If you fulfil the expectations of your nephew, you are discharging the legitimate duty of an uncle, and if you

fail to do so, well, you are just not worth calling an uncle. We might as well, while we are on this subject, recall the Laws of Nepotism, that people seem to be forgetting. The first law—and there are only two—says, "No man is a relation of another for nothing. Every man has a duty to his relations." The second law states "The higher a man's social, political and financial status, the bigger is his circle of relations."

While the first law is simple enough and easily understood and grasped, the second law may require slight calculation. If you occupy a particular position in life, the most distant relation you feel obliged to give a job to, may be your third cousin. Your next promotion however necessarily puts you under obligation to find a job for your fourth cousin, whom you may not till then have regarded as sufficiently closely related for this purpose. Mathematically stated, if your position improves n -fold, your obligations extend out to relations removed by n degrees. If you become President or something really, big, practically anyone might turn out to be your relation, many perhaps, whom you might not even know.

It is a great pity that people talk so loosely about nepotism—in conjunction with corruption too, as though they were twin brothers—without realising that nepotism is not only natural but is also necessary. Let me illustrate my point. Supposing you as Manager of a firm, appoint your cousin as a clerk to the exclusion of ten other applicants, who are not

your cousins. You immediately secure the following advantages :—

(a) You secure at least one subordinate whom you can tick off with impunity—such impunity indeed, that other subordinates may well get terrified that they too might get ticked off likewise. And any administrator will tell you that it is the fear of getting ticked off rather than the real ticking off that makes most officials work.

(b) You have at least one subordinate who will not join the Union, and at least one chap who will turn up for work in the event of a strike in your office.

(c) You will find that the administration of the office is not one whit the worse for having appointed your cousin, because it is a well recognized principle in most offices that anyone is as good as anyone else.

(d) You need no longer worry about finding a successor for yourself.

But what really clinches the case for nepotism is that the ten candidates whom you rejected, find their way ultimately into clerical posts in offices managed by their uncles or other relations, and the very same benefits accrue

to each of those ten offices. Indeed I would even go so far as to say that if nepotism were given legal recognition—which I consider is its rightful due—we may actually be solving at one stroke the whole range of social and economic problems arising from present-day employer-employee relationships (which unfortunately are not blood-relationships). Yet another direct benefit that would flow out of this would be the mending of broken homes.

The family that to-day is broken up by members seeking their livelihood and interests in different places, could find their way to a common place of work. This would re-establish cohesive family life, which is now in a pretty bad way.

One could go on elaborating on the advantages of nepotism, and demonstrate that it may hold the cure to many of the world's ills. But that is not to my immediate purpose. All I now want is that the busy-bodies on my staff and the Press johnnies stop all this sickening talk about nepotism. I may have selected my nephew as the Assistant Manager in my office, but I do insist that they stop saying I have been guilty of nepotism. Guilty forsooth ! When I have not broken but obeyed the law—the first law of nepotism !

“DON'TS” FOR INVESTIGATING OFFICERS

Some interesting “Don'ts for an investigating officer” found in the Burma Police Journal is published below for the information of all officers.

1. Don't forget that the object of police investigation is to ascertain the truth of the allegations made in the F.I.R. and not to send up persons accused therein indiscriminately.

2. Don't write a case diary relating to more than one case or include more than one day's work in one diary. You have to write a diary every day investigation is made in each case.

3. Don't forget to give reasons for breaks in case diaries. Remember that you need not write diaries for days in which no investigation is made.

4. Don't fail to sum up results of your investigation in the final case diary whether case goes to trial is or closed.

5. Don't incorporate statements of witness in your case diary. Only facts ascertained in your investigation need be recorded. Otherwise a case diary loses its halo of sanctity.

6. Don't delay arriving at the scene. Delay gives an opportunity to the accused to abscond, to tamper with the witnesses and to make changes at the scene.

7. Don't fail to consult the Card Index before you start your investigation in cases where no one is definitely accused.

8. Don't forget what you see at the scene can be proved in court. So make detailed notes in your note book at the time.

9. Don't fail to make rough notes of your investigation in your note book. This is necessary for compilation of your case diary.

10. Don't be rude, but be always civil in your dealings with the public.

11. Don't forget that your witnesses will more readily disclose what they know if the investigation is conducted in a conciliatory manner.

12. Don't be contended with what a witness states. Always try and verify its truth or otherwise.

13. Don't jump to the conclusion at once that the witnesses are telling lies when you find their statements are contradictory. Reconstruct the crime and see if such contradictions can be rectified.

14. Don't encourage witnesses to make false statements in order to set up a false case against an innocent person. The law takes a serious view of such proceedings.

15. Don't satisfy yourself with the common statement “Identifiable if seen”. Always try and get a full description as far as possible.

16. Don't exaggerate statements of witnesses or include facts which have no bearing on the case. This will only assist the defence to harass the witnesses in court.

17. Don't delay a search, if there is risk of removal of property. Searches may be made at any time, whether day or night.

18. Don't make a general search from house to house unless you have sufficient recorded reasons, as such a proceeding constitutes actionable trespass.

19. Don't forget that failure to comply with the provisions of Section 103 Cr.P.C. is liable to invalidate a search.

20. Don't allow exhibits to pass from hand to hand as any marks are liable to deteriorate.

21. Don't fail to send exhibits for chemical analysis or examination by experts, whenever necessary.

22. Don't make hasty arrests unless there is evidence on record to justify your doing so.

23. Don't depute a private person to make an arrest ; but remember that you can always call for his assistance.

24. Don't fail to question the person arrested as to any complaint of ill-treatment and to record the Q and A in your case diary.

25. Don't allow an arrested person to retain in his possession anything other than wearing apparel.

26. Don't fail to take all necessary precautions to prevent the escape of persons in your custody, as an escape will necessarily entail criminal prosecution.

27. Don't apply for detention of an accused person in custody unless there are reasonable grounds.

28. Don't fail to verify accused's statement however strong the prosecuting case may be.

29. Don't declare an accused as absconded unless there is proof that there is no immediate prospect of his arrest. Otherwise it may only turn him into a fugitive and cause him to commit further crimes.

30. Don't forget that even a criminal is a human being so treat him as such. Human treatment meted out to him will amply reward you later.

31. Don't delay the holding of identification parades. Otherwise the case may fail in court through grave suspicion of your motives.

32. Don't allow an accused person to change his natural appearance in identification parades.

33. Don't ask an in-patient to attend an identification parade unless the Medical Officer finds him fit to do so.

34. Don't try to extort a confession, section 330, Indian Penal Code covers all kinds of ill-treatment for whatever purpose it may be intended.

35. Don't delay to produce an accused who wishes to confess before a Magistrate legally

competent to record his confession as such delay may reflect upon the voluntary nature of the confession.

36. Don't rely on a confession alone as confession without corroboration carries no weight.

37. Don't send a woman for medical examination of her person without her consent being recorded by a Magistrate.

38. Don't overlook the smallest clue however unprofitable it may seem at the time. Try and get to the bottom of it and mention the result in your diary.

39. Don't underestimate the value of co-operation and team work.

40. Don't fail to acquire knowledge of your criminals. This will greatly facilitate your investigation work.

41. Don't forget to prove the accused's past history (previous convictions, etc.) for consideration of the court in assessing punishment.

42. Don't prosecute a complainant or informant unless you have evidence to prove that his complaint was deliberately and maliciously false.

43. Don't send up a case for trial in which there is no evidence to substantiate the charge. Otherwise it is a mere waste of Magistrate's time and public money.

44. Don't prolong investigation if there is no likelihood of bringing the case to light. Remember that you can always re-open a case if fresh evidence is forthcoming.

45. Don't fail to attend court punctually when you are summoned and do not leave the court until you are permitted to do so.

46. Don't be partial to either side while you are in the box. Remember that you are on oath and that your evidence is required in aid of justice.

47. Don't forget that you are not bound to disclose the source of any information received by you.

WHAT YOUR HANDWRITING SAYS ABOUT YOU

BY

DONALD CONNOLLY

(Reproduced from "The Catholic Digest" December, 1959, with grateful acknowledgments to the Editor and Author.)

Every time you sign your name, you betray certain fundamental character traits. A total stranger can tell a great deal about you just by looking at that signature of yours.

Graphology, the method by which human characteristics can be deduced from handwriting, involves no tricks ; it is not a parlour game. It is an empirical science based on years of research by the case method.

It makes little difference what you write, what you write with, what you write on, how you write it, when you write it ; the trained observer will detect many details of your personality. For everyone uses characteristic, unique letter formations : flourishes, hooks, dots, dashes. These, considered with reference to the direction and pressure of the writing strokes, reveal basic emotional patterns.

Police officials are finding graphology a useful device in tracking down criminals. Norris J. Starkey, handwriting expert for the Indianapolis Police department, was given six lines of writing taken from hotel registrations, and asked to summarise the writer's personality. Officer Starkey, upon this evidence alone, deduced that the writer was egocentric, well-educated, and gifted with exceptional planning ability. He was resourceful, could talk his way out of sudden emergencies, would sustain a bold but false front, and was probably meticulous about his appearance. This description tallied with that of one of the suspects the police had questioned in connection with a confidence

racket operating in the city. When the man was confronted with what the police already "knew" about him, he confessed.

Police officials also find it possible using graphology, to examine forged checks under a dozen different names, drawn on different banks in widely separated cities, and determine that the same forger wrote them all, or how many forgers were involved.

Graphology sometimes pays off for persons engaged in marriage counselling. Father Allen Simpson, of the Youngstown, Ohio, diocese, once received a call from an irate woman who said that her husband's cruelty was driving her out of the house. After carefully interviewing both husband and wife, Father Simpson realized that he knew very little of the real situation.

The priest asked for a sample of each party's handwriting. His analysis put the picture in focus. The husband's backhand slant, acquisitive hooks, crowded lettering, and towering 't' stems with their inflated loops indicated that he was probably inconsiderate of his wife and over sensitive to criticism. The wife's handwriting, on the other hand, revealed a quiet, dignified nature and great natural intelligence. The priest concluded that the husband unconsciously resented his wife's superior intelligence, and that he attempted to compensate for his feelings of inferiority by treating his wife badly. Once the husband understood the situation, he began to make amends, and the marriage was saved.

Business executives are turning to graphology for help in solving personnel problems. Albert L. Nickerson, Vice-President and director of foreign trade for the Socony-Vacuum Oil Co., in a survey of 76 American—corporations, found that almost 90 per cent of all employee dismissals could be traced to uncongenial character traits. His survey also revealed that an undesirable personality proved an obstacle to promotion much more frequently than did lack of skill in work.

Executive have also learned that graphology can be of great help in suiting a man to a job. Thus, it will help determine whether a particular employee would make a better salesman than a book-keeper. Persons with clerical ability usually write precise, carefully formed words ; a salesman is likely to form hurried, quickly formed letters, with sweeping flourishes indicating showmanship. He would probably have long enthusiastic “t” cross bars, instead of the low reticent ones of a book-keeper. His “a’s” and “o’s” would be open at the top to show that he is a good mixer and enjoys telling stories.

It makes almost no difference whether the writer is a good or bad penman, whether he is illiterate or highly educated. A graphologist can determine personality traits whether the subject is right or left-handed, young or old, in good or poor physical condition. Many

distinguished people write in an illegible hand and some hardened criminals have what appears to be perfect penmanship. But the graphologist can see behind the lines to the truth about the personality of the writer.

Interest in graphology goes back many centuries. Abbe Michon (1806—1881) was the first to popularize the handwriting researches of the late Renaissance Italian, Camillo Baldo. After the death of Michon, graphologists in Germany and France developed the idea that handwriting could accurately depict personality. But such students were inclined to make more claims for graphology than were justified by the facts of psychology known at that time. Their major contribution to the developing science of graphology was in proving that people with the same mental habits consistently wrote in the same general way. It was not until the present century that handwriting analysis became an accurate tool for psychological studies today.

At first many persons refused to regard handwriting analysis as anything more than a parlour game. It took thousands of case histories to prove that the analyses were founded on valid scientific principles. Graphology can and does help people to greater happiness, by showing them what they are really like, and why they act the way they do.

EIGHTH ALL-INDIA POLICE DUTY MEET HELD AT SITAPUR FROM 2—11—60 TO 6—11—60

The Madras State Police Team for the 8th All-India Police Duty Meet held at Sitapur this year consisted of the following: —

Rifle Team :

(1) Nk. 1439	Doraiswamy	... Coimbatore.
(2) L. Nk. 1394	Thangiah	... Madurai Urban.
(3) P.C. 915	Govindaswamy	... S.A.P.
(4) H.C. 1262	Mayilvaganam	... Madurai Urban.
(5) P.C. 1620	Ganapathi	... S.A.P.
(6) H.C. 681	Chelliah	... Tirunelveli.
(7) P.C. 275	Sanyasi	... Ramanathapuram.
(8) P.C. 149	Raman	... S.A.P.
(9) Nk. 584	Chelliah	... Tirunelveli.

Revolver Team :

(1) R.I.	Vetrivel	... M.C.P.
(2) Insp.	Doraisingh	... M.C.P.
(3) Sgt.	Sengottian	... Tiruchirappalli.
(4) S.I.	Sivagurunathan	... M.C.P.
(5) Armourer Hav.	Rajabhushanam	... S.A.P.
(6) Team Coach	Subedar-Major P. V. Karunakaran Nair.	S.A.P.

Scientific Aids Team :

(1) Insp.	C. M. Karunakaran	... M.C.P.
(2) S.I.	N. S. Doraiswamy	... G.R.P. Trichy.
(3) S.I.	Rajamani	... Madurai North.
(4) H.C. 1028	Rajagopal	... Coimbatore.
(5) P.C. 816	Alagiriswamy	... G.R.P. Trichy.

First Aid Team :

(1) P.C. 3626	Ramadoss	... M.C.P.
(2) P.C. 3784	P. Jayaraman	... Do.
(3) P.C. 3604	S. Muthuswamy	... Do.
(4) P.C. 1552	Solaimuthu	... Do.
(5) P.C. 3620	Manivelu	... Do.

Wireless Team :

(1) Inspector P. V. Menon	... Police Radio Office.
(2) Radio Supervisor V. A. Srinivasan	... Do.
(3) Nk. 54 Palaniswamy	... Do.
(4) L. Nk. 171 Krishnan	... Do.
(5) L. Nk. 1654 Vedanayagam	... Do.
(6) Hav. 1278 Koil Pillai	... Do.
(7) Nk. 1670 Chinnaswamy	... Do.

Police Photography :

(1) K. Sarangapani	... M.C.P. Photographer.
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2. *Selection and Training* : All the above teams (except those for the Wireless Transmission· Receiving and Mechanics and Police Photography) were selected from among the successful participants at this year's State Police Duty Meet.

(i) *Rifle and Revolver Teams* : The competitors who were successful at the State Police Duty Meet held on 8 and 9—7—1960 in Rifle and Revolver Shooting Competitions were given intensive training in their districts by the respective Superintendents of Police, before they were summoned to Madras for further tests. They were summoned to Madras for tests on 10—9—60, 25—9—60 and 10—10—60. Their progress was watched on these tests. The best three of each practice were ordered to report before Subedar-Major P. V. Karunakaran Nair of S.A.P. at Aziz Bagh, Madras for intensive training from 11—10—60 at Madras. They were given intensive musketry and muscle exercises till 17—10—60 and then onwards they were taken to Range and given shooting practices. Their daily progress was watched and the final teams for the Rifle and Revolver were selected by the Deputy Inspector-General of Police, C.I.D. Madras on 25—10—60.

(ii) *Scientific Aids Team* : Competitors who were successful at the State Police Duty Meet in Scientific Aid Competition were selected for intensive training. They were trained by the Principal, Police Training College, Vellore, from 5—10—60 to 23—10—60 at Vellore and from 24—10—60 to 27—10—60

at the State Forensic Laboratory, Madras, by the Chemical Examiner to Government. The day-to-day progress of the competitors was watched and the final team for the same was selected on 27—10—60.

(iii) *First Aid Team* : The Madras City Police Team who were the winners of the Madras State Police Duty Meet in First Aid Competition, were given intensive training at Madras with the help of the St. John Ambulance Association (India) Madras under the supervision of the Commissioner of Police, Madras.

(iv) *Wireless Team* : The wireless team was selected and trained by the Police Radio Officer, Madras.

(v) *Police Photographer* : The M.C.P. Photographer was given intensive training by the C.I.D. Photographer till the date of departure to Sitapur.

3. The team left Madras by the G.T. Express on the forenoon of 28—10—60 and reached Sitapur on the forenoon of 31—10—60. The team carried its own kitchen equipment and provisions for cooking and cooks. On arriving at Sitapur, the team was in good humour and physically fit. This was due to the pleasant trip from Madras to Sitapur. The team was received at the Sitapur Railway Station by the Reception Committee and transported by Police vehicles to the Camp which is about 1 mile from the Railway Station. The men were given barrack accommodation and a

pucca kitchen and dining hall were provided. The Junior Officers and Gazetted Officers were given tents adjacent to the barracks at the 11th Battalion P.A.C. and Training Centre, Sardar Patel Lines, Sitapur. Provisions, etc., were purchased from Sitapur Market which is about $2\frac{1}{2}$ miles from the Camp. Transport was provided for each team on requisitions.

4. On 2—11—60 all the teams and the camp personnel were assembled at the "Memorial" Ground to pay their respects to the Police Personnel who died at Ladakh. The Inspector-General of Police, Uttar Pradesh, laid a wreath at the monument erected at the Memorial Ground. This function ended at 9 a.m. Soon after this, there was a meeting of Team Captains at the office of the Commandant, P.A.C. 11th Battalion. The judges for each item of the Duty Meet took the Team Captains and explained to them the rules and the methods of conducting the competitions. At 16-00 hours, the Meet was inaugurated by the Chief Minister Sri Sampurnand of Uttar Pradesh. On arrival of Chief Minister, the Team Captains were introduced to him. Immediately after the Inauguration, there was a Tea-party (Chief Minister's At Home).

On 3—11—60 at 0830 hours, the Home Minister of Uttar Pradesh Shri Kamalapati Tripathi inaugurated the Rifle and Revolver Shooting Competitions. The Rifle practice commenced soon after this. The first and second practices in Rifle were conducted. We have won the Gold Medal in first practice and lost the third place in a tiefire in the second practice.

The Wireless Competition was also conducted the same day. This was inaugurated by the Deputy Home Minister of Uttar Pradesh.

On 4—11—60, the Rifle practices III and IV were conducted. Our men won the Gold Medal in the third practice and won the Bronze Medal in the fourth practice.

The First Aid and Scientific Aids Competitions also commenced for our teams.

On 5—11—60, the Revolver Shooting prac-

tices were commenced. The first three practices were conducted in the morning and the fourth practice in the evening. We won the Bronze Medal in the first practice and also the best shot Gold Medal. At the same time, the other competitions were going on at different places. The results of the other competitions were only known to the teams just before the Prize Distribution on 6—11—60.

On 6—11—60, there was no programme in the morning as all the competitions were finished on the afternoon of 5—11—60. At 14-30 hours, the teams fell in alphabetical order in front of the dais in a rectangular formation at Parade Ground. At 1455 hours, the Governor of Uttar Pradesh Shri B. Ramakrishna Rao arrived and inspected the Guard of Honour presented by the P.A.C. Unit. At 1515 hours, the President of the Working Committee of the Meet welcomed the Governor and requested him to distribute the prizes. The Prize Distribution commenced with the distribution of prizes for the Prime Minister's Police Medal for Life Saving for 8 Policemen from all parts of India. One among them was from Madras Sri R. Rangaraju, Police Constable, Trichy. The list of winners is furnished separately. After the prize distribution, there was an "At Home" by the Governor followed by a Band Display and Mass P. T. by the P.A.C. Sitapur to all the teams. At 1730 hours, the Band sounded Retreat and the Meet came to a conclusion. At 2000 hours, a Preeti Bhoj, (Bara Khana) was held at P.A.C. Lines. A Camp Fire and Cultural Programme were also arranged. P. C. Alagiriswamy of the Scientific Aid Team rendered a Tamil folk song on behalf of the Madras Team which was appreciated by the audience.

5. Variety entertainments by the P.A.C. Unit and Cinema Shows in English and Hindi were also arranged on all the days by the Committee to entertain the teams. The Teams were taken for sight-seeing on 5—11—60 afternoon to Naimisharanya which is 18 miles from Sitapur, which is an important place of pilgrimage in India.

6. The results of the various competitions are furnished below :—

Rifle

Practice.	Serial number and name.	State	Score.	Remarks.
Ist Practice (110 yards standing).	(1) Nk. Doraiswamy.	Madras ...	77	I Position.
	(2) S. I. Kedar Singh Bisht.	W. Bengal ...	68	II „
	(3) CC. V. G. Vishwas Rao.	Madhya Pradesh.	68	III „
IIInd Practice (200 yards kneeling).	(1) C/ Chandar Bahadur Gurung.	West Bengal.	94	I „
	(2) C/ K. Chandu Chetty.	Andhra Pradesh.	94	II „
	(3) HC/ Nana Ram Thapa.	Madhya Pradesh.	92	III „
IIIrd Practice (300 yards prone).	(1) C/ Ganapathy ...	Madras ...	94	I „
	(2) RSI/ M. L. N. Reddy.	Andhra Pradesh.	94	II „
	(3) Hav. Mange Lal.	C.R.P. ...	92	III „
IVth Practice (300 yards snap shooting).	(1) Dy. SP. M. Rautray.	C.R.P. ...	12	I „
	(2) HC/ Md. Munir Khan.	Uttar Pradesh.	12	II „
	(3) C/ Raman ...	Madras ...	12	III „

Revolver

Ist Practice (25 yards Application).	(1) RI/ Rameshwar Rao.	Andhra Pradesh.	95	I „
	(2) SI/ P. N. Patil ...	Maharashtra.	94	II „
	(3) RI/ Vetrivel ...	Madras ...	90	III „
IIInd Practice (Attack)	(1) HC/ Man Bahadur Pradan.	West Bengal.	30	I „
	(2) AC/ R. A. Hutchins.	Orissa ...	30	II „
	(3) RSI/ M. L. N. Reddy.	Andhra Pradesh.	25	III „
IIIrd Practice (Rapid fire)	(1) SI/ F. N. Syed ...	Gujarat ...	45	I „
	(2) SI/ Balakrishnan Nair.	Kerala ...	41	II „
	(3) Sri M. E. Decunha.	Uttar Pradesh.	40	III „

Practice.	Serial number and name.	State.	Score.	Remarks.
IVth Practice (50 yards prone.)	(1) Sri M. D. Decunha	Uttar Pradesh.	60	I Position
	(2) Insp. S. A. Dennelly.	Gujarat	60	II „
	(3) RSI/ M. L. N. Reddy.	Andhra Pradesh.	58	III „

Scientific Aids to Investigation

The aggregate championship results of the Scientific Aids Competition are as follows :—

- (1) Orissa.
- (2) Bihar.
- (3) Madras.

Note.—In the Scientific Aids Competition *H. C. Rajagopal* of Coimbatore got the *Gold Medal* and Shield in the Observation Test and Insp. *C. M. Karunakaran* got the *Silver Medal* for the Medico-legal Test.

First Aid and Ambulance Drill

- (1) Uttar Pradesh.
- (2) Madras.
- (3) Bihar.

Wireless Transmission Receiving and Mechanics

- (1) Andhra Pradesh.
- (2) Rajasthan.
- (3) Madhya Pradesh.

Police Photography

- (1) Bombay.
- (2) Madras. (K. Sarangapani).
- (3) Punjab.

7. The team left Sitapur on the forenoon of 7—11—60 by bus to Lucknow. The men were allowed sight-seeing on that day at Lucknow and started on the 8th morning. We arrived at 1300 hours on 11—11—60 at Madras Central Station where we were received by the Deputy Inspector-General of Police, C.I.D. and Officers of the S.A.P. and local Police. At 1630 hours a Tea-Party was held for the team at the S.A.P. Camp, Kilpauk. On 12—11—60 a lunch was given to the men and they were passported to their respective districts.

Crime for the quarter ending 31-12-1959 in Madras State

Serial No.	Name of District	Area in sq. miles	Population	Total number of crimes	Offences relating to coins	Offences relat- ing to currency and bank notes	Murder	Kidnapping	Dacoity and preparation for assembling for dacoity	Robbery	House-breaking	Theft, ordinary and cattle	Criminal Assault	Total number of juveniles concerned	Police men for 10,000 of population
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
1	Madras City	49.4	14,00,000	1,649	...	2	3	9	...	3	40	893	92	34	26
2	Tiruchirappalli	5,571.13	2,695,071	1,538	...	1	19	32	4	8	213	573	21	12	6
3	Tanjore	3,742.01	2,882,670	...	...	...	...	...	...	...	...	...	...	...	...
4	Coimbatore	6,024	31,54,296	694	3	3	29	6	2	...	146	412	43	26	6
5	Chingleput	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	Madurai Urban	1,769.761	1,268,828	1,816	...	15	6	2	5	99	439	62	...	...	...
7	Madurai North	3,099.24	1,622,989	910	...	...	17	10	1	8	65	225	...	43	12
8	Ramanathapuram.	5,919	2,309,938	3,557	...	4	11	30	8	9	133	468	62	3	6
9	Tirunelveli	4,337	2,445,967	812	1	18	10	...	1	15	160	281	60	24	7
10	Kanyakumari	646	824,000	513	...	...	2	1	...	...	44	129	57	6	8
11	North Arcot	4,654	2,865,235	1,077	...	1	11	9	1	3	199	409	...	41	...
12	Nilgiris	1,098.14	279,359	...	...	1	1	3	...	...	49	40	19	10	13.1
13	Salem	6,894.8	3,097,220	...	...	...	...	...	...	...	...	...	...	...	...
14	South Arcot	4,208	2,790,651	1,845	...	...	13	7	1	...	251	606	71	11	6
15	Tiruchirappalli Rly. Dist.	2,451.5	...	336	...	...	...	...	...	...	2	275	10	29	...